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FALL 2000

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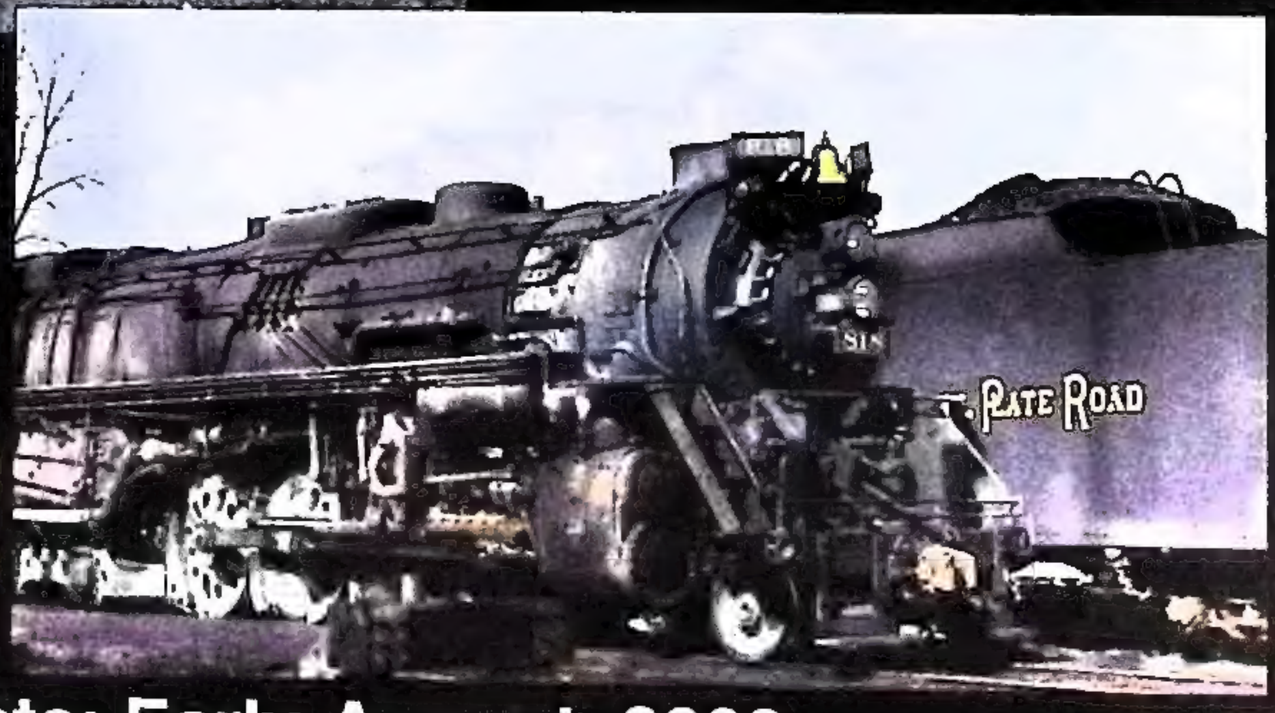

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ABOVE: Charging through a snowfall that eventually reached 39 inches, B&O train 430 roars into Wheeling, W.Va., in December 1950 (see page 22). J. J. Young Jr. photo.

ClassicTrains
THE GOLDEN YEARS OF RAILROADING

FALL 2000 • VOLUME 1 NUMBER 3

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ON THE COVER: Chicago & North Western F7's lead freight 254, the "Madam X," off the Mississippi River bridge at East Clinton, Ill., one of many trains photographer Bob Malinoski saw on a 1953 Midwestern trip (see page 38).

Local heroes

MOST PEOPLE don't feel they have much connection to their local railroads today. And why should they? Freight trains pass through their towns nearly unnoticed, carrying unknown loads to unknown places. Outside a few urbanized regions, passenger trains are few and far between. And, with rail employment at one-fifth the 1955 level, encounters with railroaders are infrequent, on or off the property.

Five decades ago, railroads and railroaders loomed much larger in the public consciousness. This was especially true in places like Wheeling, W.Va., the setting for Bob Withers' flavorful article on pages 22-31. Though not a large city, Wheeling hosted 14 passenger trains each day, all calling at the imposing Baltimore & Ohio depot, right downtown. B&O trains accommodated VIP's and grade-schoolers, soldiers and lodge members, U.S. Mail and corpses. When floodwaters stranded area residents, the railroad ran relief trains to help. Almost until their demise, B&O's Wheeling trains were powered by steam locomotives—machines that, whether loved for their beauty or hated for their smoke, were an undeniable force to be reckoned with. And there were all the people—firemen, switchtenders, porters, and so many others—who depended on the railroad for their livelihood. No wonder citizens turned out by the hundreds when the last passenger train left Wheeling—they were saluting their local heroes.

B&O's trains were heroes in Wheeling.

J. J. YOUNG JR.

Robert S. McGonigal

Robert S. McGonigal

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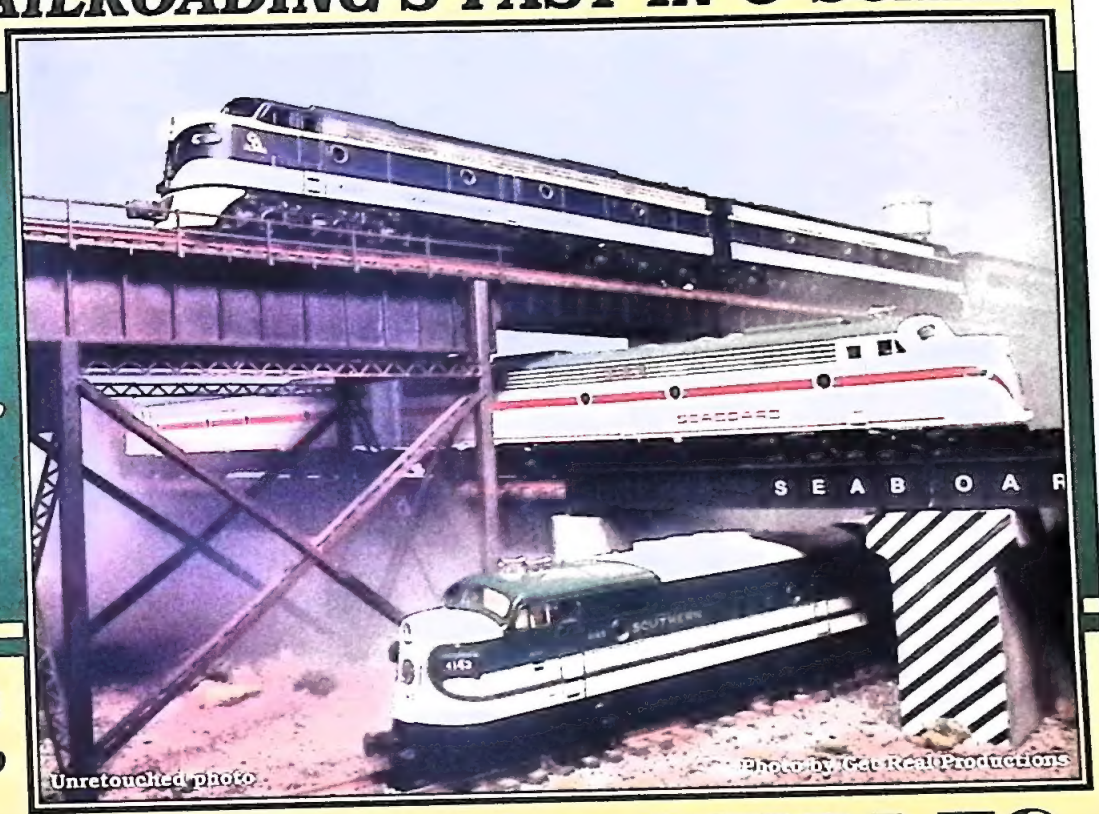

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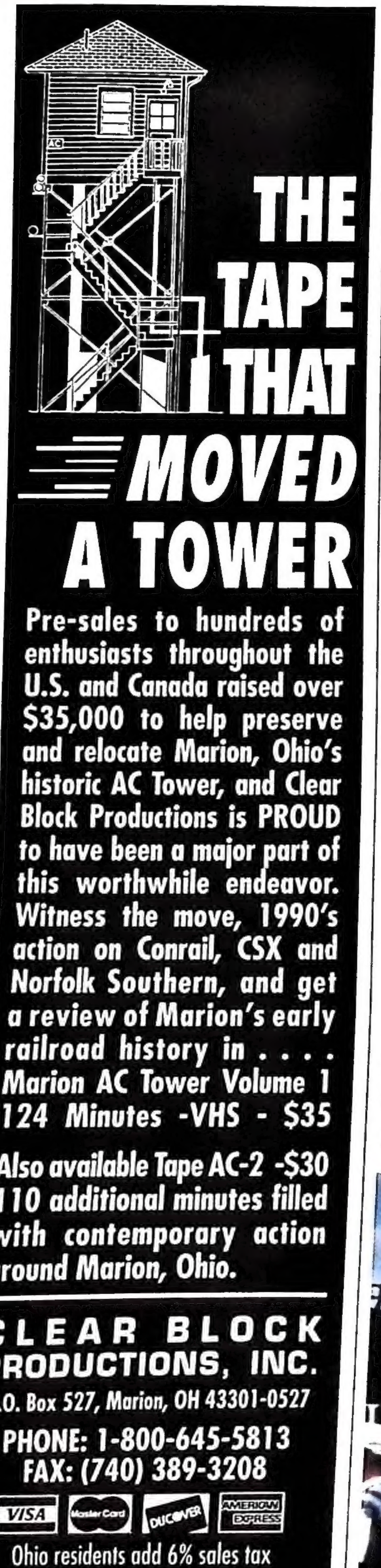
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Steam-trip memories

I ENJOYED the Summer issue's cover photo, for I was in the group of railfans watching SP GS-4 4436. It was my first railfan excursion, and it was particularly memorable, especially the return from Indio, which was after dark.

An SD7 or SD9 was coupled on ahead of the steam engine at Indio, and by the time the grade steepened around Garnet, both engines were working wide open. The diesel was nearly inaudible from the baggage car, drowned out by the roar of the GS-4.

On the steepest part of the grade, around Cabazon and Banning, we were down to about 10 mph. Yet, on looking over at the main highway that paralleled the tracks, we were passing all the traffic! Construction in those pre-Interstate days had turned Highway 60-70 into a parking lot.

Gordon Glattenberg
Santa Clarita, Calif.

The "Fond Farewells" feature [Summer, page 34] included a February 19, 1956, SP trip out of Los Angeles designated as "virtually the last SP steam activity in Southern California." It should be noted that, after the SP had dieselized, it operated a 140-mile "Farewell to the Age of Steam" excursion out of Glendale, Calif., to Montalvo on June 8, 1958, pulled by 4-6-0 No. 2248, 2-6-0 No. 1765, and SD9 diesel No. 5453. The fare: $8.50. I rode this trip, and photographed it at Glendale [below].

This was in fact the SP steam finale in Southern California, enjoyed by 600 railfans on 12 SP commute coaches.

Robert B. Peterson
Redondo Beach, Calif.

THE SUMMER CT is superb! I was pleased to see two articles with a personal tie. I was among the fortunate passengers riding behind K4sa 612 on the PRR excursion in the "Fond Farewells" article [page 41]. Word had gotten around after the lunch stop that we would be passing another K4 with a northbound train between Asbury Park and Sea Girt. A number of us crowded around the rear door of the last coach in hopes of getting a picture, and I was able to snap K4 830, and a Baldwin Sharknose diesel, as they roared past with the train. The second surprise was Roger Cook's fine night photo of EL PA 856 at the beginning of the Port Jervis story [page 44]. I was with Roger that night in January 1965; we had driven up from New Jersey for two afternoons and nights of photography in the snow. The nights were so cold that we kept retreating to Roger's Pontiac between trains, but the effort was well worth it.

Bob Krone
Tucker, Ga.

Getting straight at 75th Street

JUST FINISHED the latest CT. Very nicely done! Being an avid Illinois Central fan, I was very impressed with the 75th Street article [page 30]. Thanks to Jack Wheelihan for sharing Mr. Gard-

Engines 2248 and 1765 pull into Glendale with SP's June 8, 1958, steam special to Montalvo.

ner's photography. One correction, No. 2452 is a 4-8-2, not a 4-6-2. Sure looks good doing what IC management intended: moving passengers fast!

Ted Richardson
Libertyville, Ill.

"One Afternoon at 75th Street" warmed the cockles of this Chicagophile and IC aficionado. The orange-and-brown streamliner era was Illinois Central in its finest hour.

I am fairly certain that the train on page 33, though, is not the *Illini* but the southbound *Green Diamond* for St. Louis, which left Central Station 5 minutes ahead of the *Illini* at 5:15 p.m. The *Illini* was not a designated member of IC's train-streamlining program of 1947, which included brand-new rolling stock from Pullman-Standard as well as heavily modernized cars from IC's own shops. This is not to say that this original incarnation of the *Illini* never carried streamlined cars, but the train pictured is is a complete streamlined set. Further, the *Illini*, usually steam-powered with a mix of older equipment, was discontinued shortly after this photo was taken.

I wonder, too, if Gardner's photos were taken in late 1947, not springtime. There appears to be some leaves still on the trees, and it would be after the new cars were delivered, which occurred in spring 1947. The newly streamlined *Green Diamond* was announced by ads in May 1947, although some of the cars had come on-line as early as February.

Mike Schafer
Lee, Ill.

Kindig kudo

I TRULY ENJOYED the feature on Richard Kindig [pages 50-59, Summer]. I've always envied Mr. Kindig, because he's a great photographer and because he got to photograph so many different railroads throughout the West. Like many fans, I wish that I had been born about 30 years earlier. Thanks to his fine photography, Richard Kindig has given me, and many younger fans, an appreciation for the railroading that took place before we were born.

Cliff Downey
Murray, Ky.

RAYMOND LOEWY

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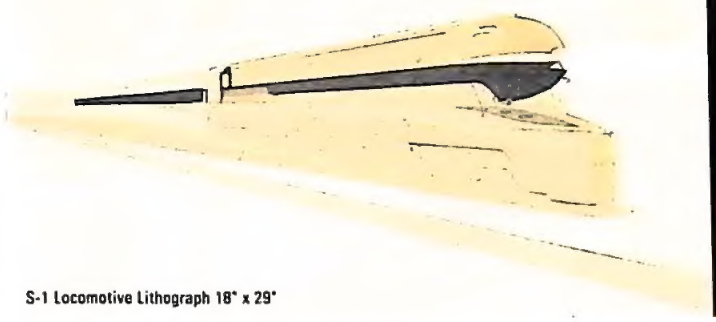

S-1 Locomotive Lithograph 18" x 29"

S-1 Locomotive 18 x 29
T-1 Locomotive 21 x 28

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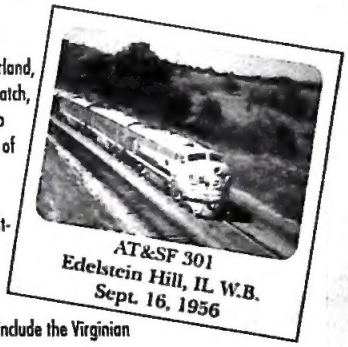
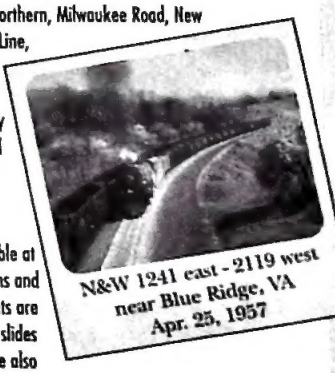


AT&SF 301
Edelstein Hill, IL W.B.
Sept. 16, 1956

Jim Buckley, although he photographed quite a bit of steam, was primarily interested in interurbans and streetcars. Reflecting this interest, sets currently available include Chicago Surface Lines, Chicago Transit Authority, Cleveland Transit, Boston's MTA, Public Service of New Jersey, Montreal and Southern Counties, Atlantic City Transportation, and Waterloo, Cedar Falls and Northern. Steam sets include the Virginian Railway, Canadian National and Canadian Pacific.

Jack Pfeifer spent his entire career as a claims agent with the Union Pacific Railroad. His Union Pacific coverage, much of it taken in Nebraska, is primarily steam. From doubleheaders leaving Council Bluffs, 0-6-0 switchers working at Grand Island, 4-12-2's from one end of Nebraska to the other, Big Boys and Turbines on Sherman Hill, to the last of steam around Green River, Jack got it all. He also photographed cabooses and rolling stock, and sets of these are also available. There is even a set of Chicago and North Western steam, with several of their streamlined Hudsons on passenger trains.

In addition to the above listed sets, other railroads currently available are: Great Northern, Milwaukee Road, New York Central, Nickel Plate, Soo Line, Chicago, Burlington and Quincy, Seaboard Air Line, Denver Tramway, Santa Fe, Rock Island, Missouri Pacific, Burlington Northern, Northern Pacific, Boston and Maine, Clinchfield, New Haven, Chicago Great Western, Southern, Wabash, Western Pacific, Key System, Penn Central, Kansas City Southern, Gulf, Mobile and Ohio, Illinois Central, Erie-Lackawanna, Bamberger and Southern Pacific.



N&W 1241 east - 2119 west
near Blue Ridge, VA
Apr. 25, 1957

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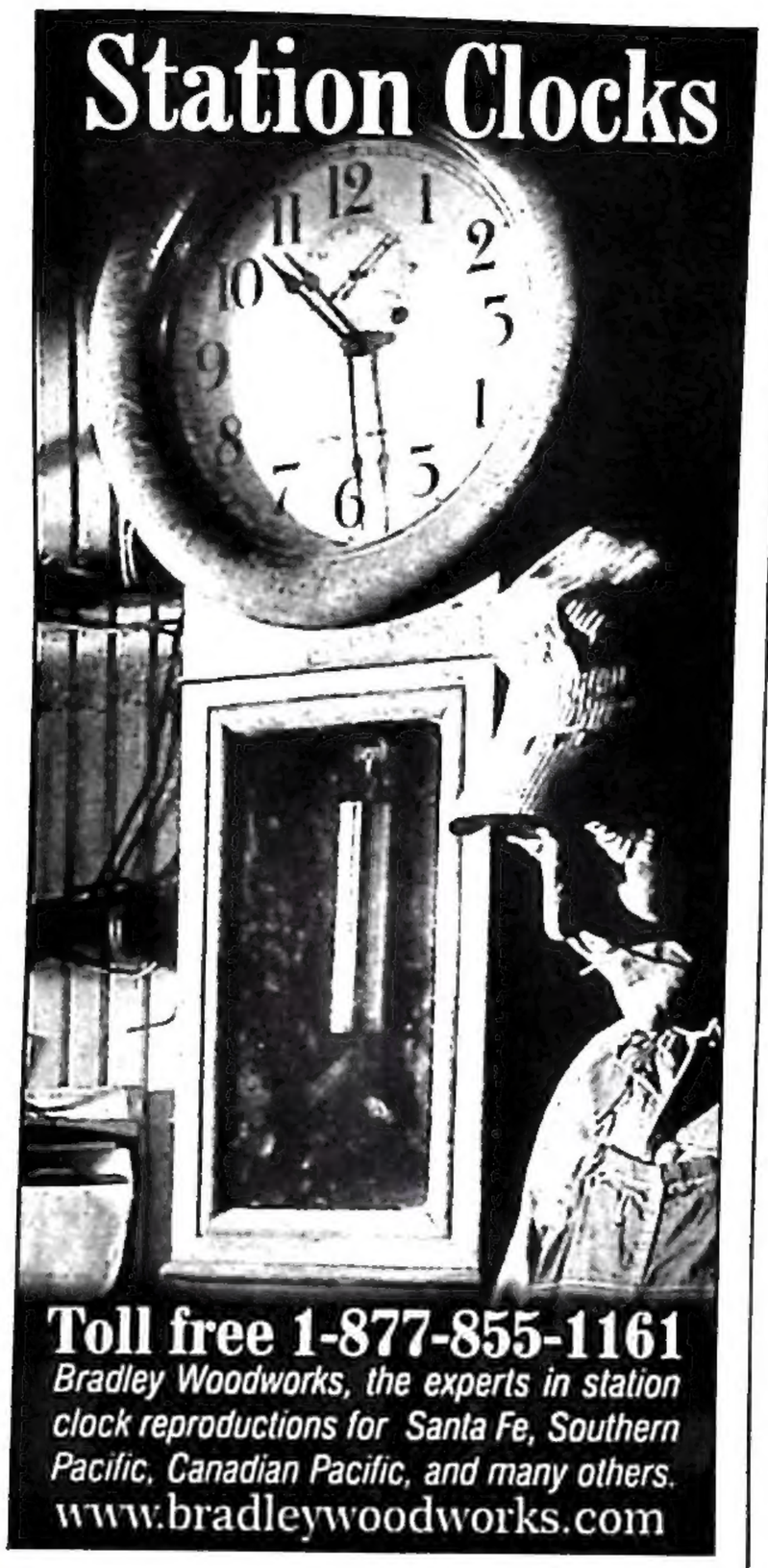
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They liked Lake Erie

CONGRATULATIONS on the splendid article by Herbert Harwood Jr., "Summer Frenzy on Lake Erie" [page 22, Summer]. This is precisely the sort of article which you should seek out. It reports real freight railroading and ties it in with the business of our country. Many railfan publications spend most of their space on passenger trains, which were almost always a smaller part of the business. Even when freight is discussed, it is usually in terms of locomotives, not traffic flows. On top of all this, Harwood writes so well that one can clearly picture the flow of traffic he describes.

David C. Beardslee
Gloucester, Mass.

HERB HARWOOD's article prompted me to recount this incident. One of my fellow trainees on New York Central's management training program in the 1960's was assigned to survey operations at NYC's Ashtabula (Ohio) dock facilities. In his final report to his director he was "appalled that the hopper cars were leaving half full," and mentioned something about "incompetence" and "poor management." To which the director replied, "Apparently, Mr. So-and-So, you are not aware that ore is much denser than coal, and those cars were filled to capacity." End of discussion, and a very red-faced trainee.

Ted Shrady
Chicago, Ill.

What?! No Bessemer & Lake Erie? Herb Harwood's otherwise excellent article makes scant mention (and shows not one photo) of the Bessemer's exceptionally busy operation at Conneaut, Ohio. In the same period of Mr. Harwood's recall, the B&LE was moving coal and iron ore in prodigious quantities, and its locomotives (0-8-0's, 2-10-2's, and 2-10-4's until 1952, then Baldwin road-switchers and EMD F7's) was just as interesting, if not so varied, as the railroads mentioned.

CT is a fine magazine—railroading as I like to remember it.

James D. Young
Martinez, Ga.

Editor's note: Thanks, Mr. Young, and watch for Bert Pennypacker's study of B&LE 2-10-4's in our next issue.—R.S.M.

GTW's stubborn "last" trips

I ENJOY CLASSIC TRAINS having picked up where *Vintage Rails* left off but would like to point out one error in the "Fond Farewells" steam fantrip feature in the Summer issue. On page 36, author Ingles points out that the last trip of Grand Trunk Western 4-8-4 6322 was a Chicago-South Bend round trip on April 22, 1961. The date is not correct, as this trip ran on April 30, 1961.

I was 5 years old, and this trip was our family's first taste of mainline steam excursions. On that April 30, 1961, trip, the train was met in South Bend by my great uncle, William Weber, who had made a color sketch of 6322. That sketch was taped to the side of one of the passenger cars, and the *Chicago Tribune* published a picture of my great uncle and 6322's engineer admiring it as part of a photo spread about the trip. Those newspaper clippings are still in a family scrapbook along with the souvenir photo of 6322, distributed to passengers to commemorate its last trip.

Patrick Golden
La Grange Park, Ill.

THAT WAS A NICE PIECE by Dave Ingles on the GTW steam finale(s), but there is an incorrect statement in the second paragraph in regard to GTW having the last all-steam U.S. Class 1 branch. He could have added "standard gauge" after "Class 1" to allow for Rio Grande's surviving 3-foot-gauge steam freights, but further, Colorado & Southern was still a Class 1 road at that time, and its "orphaned" Leadville-Climax branch employed 2-8-0 No. 641 exclusively until 1962. I'm sure he knew all that.

Dwight Long
Carson City, Nev.

More personality, please

I RECEIVED my second issue of CT today, and I liked it much better than the first. I really enjoyed "The Way It Was" [page 86]. *Personality* is a must. To enjoy the past you have to feel like you were there when the event happened and knew the people involved. If you can greatly enlarge this section you

zine and not just a history book.

I liked *Vintage Rails* because it had a knack for bringing back the good old days of railroading. Please give us more of the above, and I'll be saying before long "I like CLASSIC TRAINS."

Wilson E. Ayres
Norfolk, Va.

Reunion with ACL 35

THANKS TO Mallory Hope Ferrell for his article ["Just another Last Run," page 88] in the Summer issue and the rare picture of ACL train 35. I have searched in vain for many years for a picture of this train, which I rode often with my grandmother. I rode it from steam days in the 1940's up until the end. Another coincidence: I worked for the same newspaper company as did Mr. Ferrell for a brief time, as a copy boy in 1957-58 on the afternoon paper called the *Norfolk Ledger Dispatch*. I went on to become a locomotive engineer on the Southern Pacific many years later, a job from which I recently retired. Thanks for the memories.

Raymond Sugg
Glendora, Calif.

Soo, not WC

WHILE THE SOO LINE generally followed the practice in the steam era that engines with four-digit numbers were assigned to subsidiary Wisconsin Central, it didn't always follow that rule. Most of the 2700-series Pacifics were WC locomotives, but engines 2718-2723—including 2719 [Summer, page 37]—were always Soo-owned.

Steve Glischinski
Shoreview, Minn.

Credit where it's due . . . and our binding

The left and center photos on page 45 should have been credited to Roger Cook, not Karl Zimmermann. . . . Many thanks to those of you who commented on CLASSIC TRAINS' binding; we'll have an announcement about this in our next issue.—R.S.M.

CLASSIC TRAINS welcomes reader letters. Write to: Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com; fax: (262) 798-6468. Letters cannot be acknowledged, and may be edited for space reasons.

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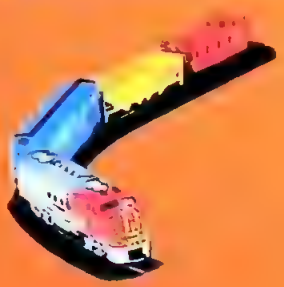

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Memories of the 'Tootin' Louie'

WHAT'S IN A RAILROAD company name? Some, like Milwaukee Road, Burlington, Rock Island, or Santa Fe, had long corporate names but came to be known by one city. Others—Southern Pacific or Northern Pacific—asserted bold association of huge territories. Many more implied grandiose aspirations, usually unmet—Duluth, South Shore & Atlantic; Quanah, Acme & Pacific. Some were blunt about their intentions, and Minneapolis & St. Louis was one of these. Traffic from Minneapolis would flow to St. Louis, circumventing the avaricious lakeports of Milwaukee and Chicago and thwarting their aggressive policies of urban economic imperialism by avoiding the railroad tentacles they employed.

M&StL's earliest predecessor did not reflect those urges, rather was part of a plan in Minnesota Territory to link primary waterways and open large parts of the future state to agriculture. The plans were premature, however, suffering from the Panic of 1857 and being postponed by the Civil War. By that time, the landscape had changed, and the villages of St. Anthony and Minneapolis had matured with flourishing flour and lumber industries eager to expand marketing areas, yet jealous of the transportation advantages enjoyed by St. Paul and fearful of powerful Milwaukee and Chicago. Thus was born the concept of a Minneapolis-St. Louis rail outlet.

These instincts were shared elsewhere. St. Louis had suffered economic calamity during the Civil War, had slipped in primacy in favor of Chicago, and looked for rail arteries to supplement its "natural highways"—the great Mississippi and its tributaries. One project was to drive a railroad across northern Missouri to Iowa. In this way, agricultural produce and coal could flow south, and products from St. Louis manufacturers or warehouses could tap markets in the Hawkeye State.

A north-south artery would provide competition, especially for Chicago. Wheat might seek outlet via St. Louis or Minneapolis. Iowa coal might move south, but more likely to the fuel-starved north. Minneapolis-milled flour and lumber would be welcome in Iowa. For shippers, a north-south railroad meant competitive options; for railroaders and investors, it meant loads in both directions.

In embryonic form, this north-south enterprise had three corporate components: Minneapolis & St. Louis on the north, predecessors of the Iowa Central in the middle, and the North Missouri (later part of the Wabash) on the south. Although M&StL would maintain a modest interchange with the Wabash in Albia, Iowa, in the end, M&StL wound up reaching not St. Louis but Peoria, Ill., hub of a dozen Class 1 railroads' secondary lines. M&StL gained

M&StL's small-town ambience is well depicted in this fall 1950 photo of motor GE-29 on Minneapolis-Des Moines train 2 calling in Callender, Iowa.

DON L. HOFSOMMER

By Don L. Hofsommer

Peoria via the old Iowa Central, which Edwin Hawley—who had envisioned a Canada-to-the Gulf railroad—merged with the M&StL on January 1, 1912, to form a 1600-mile system.

For me, the M&StL (always pronounced "M and Saint L") had an intensely personal connection because I grew up in Iowa, very near its track at Callender, Fort Dodge, and Spencer. I recall with great affection trips to Des Moines during World War II in elderly coaches, and later in splendid and shiny Budd-built coaches that seemed incongruous behind the railroad's stalwart gas-electric motor cars.

I remember fondly the nicely manicured 2-8-0's wrestling Albert Lea tonnage out of the Des Moines River valley with the D-842, a diminutive GE

ROBERT H. MILNER

Three-unit FT 445 arrives in Oskaloosa, Iowa, at 10:30 a.m., July 25, 1947, with time freight 19.

44-tonner, shoving valiantly in support. I was excited at the opportunity to finally visit M&StL's "main line" and a chance to see famous time freight No. 20, which was carded as "First Class," thank you, like passenger trains. It was drawn by spanking new FT diesels, resplendent in yellow and green with the road's circular "Peoria Gateway" emerald on the nose.

When we lived in Spencer, my parents always knew where to find me. They simply asked the telephone operator for "287." The voice on the other end of the line would answer, "'Saint L. (pause) Yes, he's here." It was, of course, the station agent, for I spent more time at the depot (or in cabooses and locomotive cabs) than I did at school—a reality often reflected on report cards. M&StL had become "my" railroad, and a summer's labor on the local section gang only reinforced my

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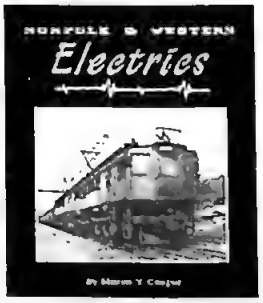

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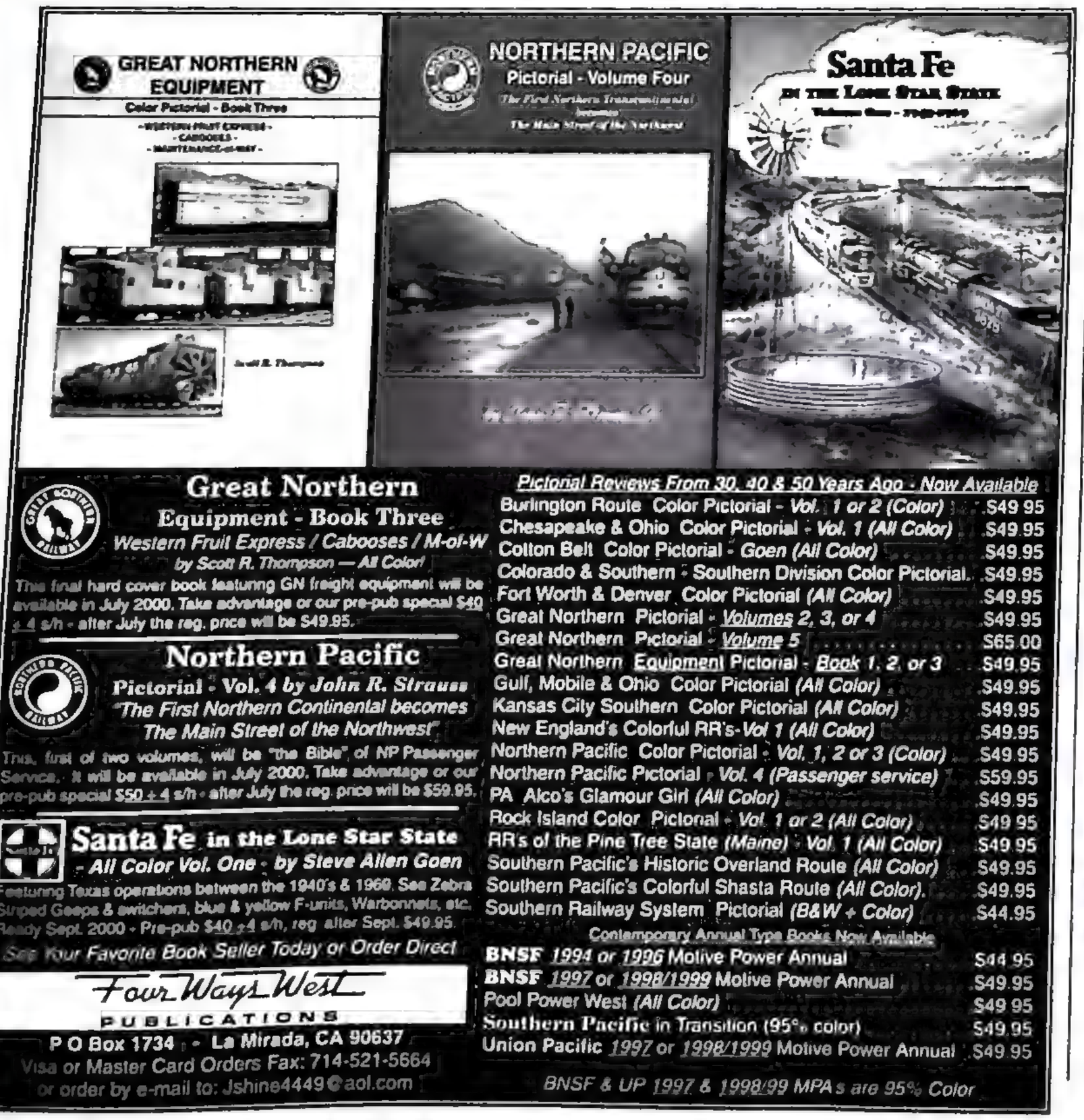
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proprietary attachment.

All I wanted to do with my life at that point was work for the M&StL, but I soured on that when President Lucien Sprague was unseated by Ben Heineman in 1954. Then I became otherwise distracted—girls, cars, athletics, and thoughts of college being among the impediments to clear vision.

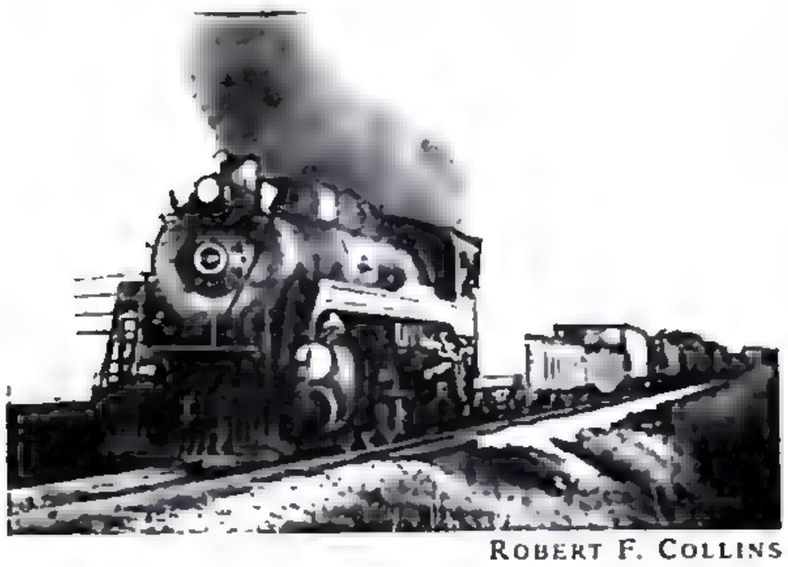
Sprague had been appointed as receiver of the bankrupt M&StL in the mid-1930's, and he saved the railroad. In those Depression years, M&StL had become a woebegone property, ridiculed as the "Midnight & Still Later" or the "Maimed & Still Limping." Sprague sent a shot of adrenaline into the property. He ordered derelict and obsolete equipment scrapped, and used the proceeds to lease new or used equipment and spruce up and modernize elderly locomotives.

His timing was propitious. M&StL shuddered and took on new spirit. Rains returned to chase away the "dust bowl," national economic recovery was near, and record-breaking demand for transportation during World War II was just around the corner. M&StL dodged the bullet and was finally reorganized during the early 1940's.

Sprague continued to improve the property, pouring money into track and structure, especially on the 488-mile trunk to Peoria. More improvements were made to the newer steam power, the 2-8-2's especially, plus a few 2-8-0's and No. 502, the sole surviving 4-6-2 and Sprague's favorite engine. Depots saw paint for the first time in ages. Sprague promised that M&StL now stood for "Modern & Streamlined." The company had a serious flir-

M. L. POWELL; J. DAVID INGLES COLLECTION

Numbered for their delivery months, SD7 952 and RS1 446 pose in Peoria in 1955. The RS1's wore nine schemes, but the two SD7's were identical.



ROBERT F. COLLINS

Spiffy M&StL Mikado 626 parallels the CB&Q main line as it nears Monmouth, Ill., from the east.

tation with new 2-6-6-4's, but instead bought a few diesel switchers. In 1944, it began an aggressive acquisition of Alco RS1's—35 of them, painted in nine different color schemes. In 1945 came two 3-unit EMD FT's to whisk daily time freights 19 and 20 between Minneapolis and Peoria on schedules calculated to save the road a day's per diem (car rental) charges.

M&StL's "time in the sun" was brief, though. Under Sprague, the railroad had been revitalized and improved. It was fully dieselized in 1950. Its reputation was solid, it paid dividends, and it had no bonded indebtedness. But in the postwar environment, competition for the transportation dollar was more intense than ever, and the market share for American railroads was deteriorating. M&StL was not immune, and soon Heineman raided it.

Thus M&StL during the last half of the 1950's was not quite the road it had been in my formative years. RDC's put in a brief and abortive appearance before all passenger service ended. Red and white replaced green and yellow and all those RS1 schemes on the diesels, and the new management even had the audacity to renumber the locomotives in a logic that was foreign to M&StL's almost-unique habit of month and year of delivery.

Nevertheless, the road's ample stable of burbly-gurgly Alcos still toted tonnage up and town the railroad. Trains 19 and 20 still expedited impressive lading on the main line. Telegraph instruments continued to chatter in small-town depots. And there remained an abundance of now-graying men (and a few women) able and will-

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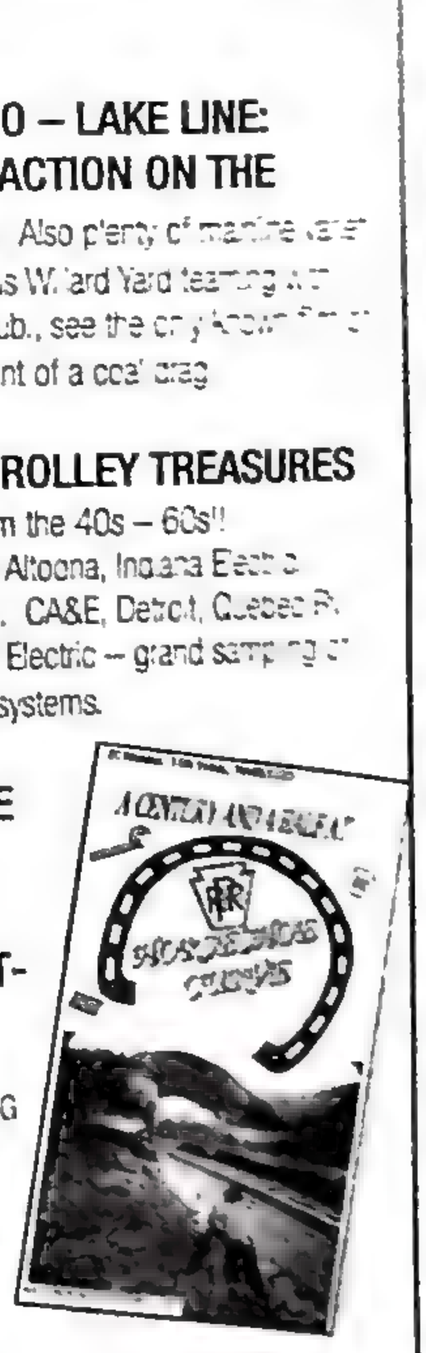

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ing to share recollections of commuter service to Minnetonka, annual wheat rushes and livestock extras on the "west end" in South Dakota, bucking snow on the Belmond branch, wartime troop trains, unforgettable personalities, and endless humorous incidents.

Ton-miles on M&StL had peaked in 1947, and then gradually tilted down. In the coming era of merged railroads, there was no hope for a medium-size one like the Minneapolis & St. Louis, and the end came quickly in 1960 when its assets were acquired by Chicago & North Western, effective November 1. In retrospect, one can only marvel that M&StL lasted as long as it did. Perhaps surprisingly, though, over 400 route-miles of the old "Louie"—more than one-fourth of its final mileage of just under 1400—exist today. Most lines are part of Union Pacific's network of former C&NW Iowa grain routes, but BNSF, DM&E, and several short lines have other pieces.

Before 1960, or shortly thereafter, I managed to ride over most of M&StL's lines, and ultimately visited every one of its stations and facilities. I was picking about for bits and pieces of history and lore, and in the process I met a marvelous cadre of people who, like the old road itself, live on in delightful memory. M&StL is still "my" railroad. Long live the "Tootin' Louie!"

DON HOFSOMMER is a professor of history at St. Cloud (Minn.) State University, a leader of the Lexington Group in Transportation History, and an accomplished author.

M&StL fact file

(comparative figures are for 1929 and 1959)
Route-miles: 1628; 1391

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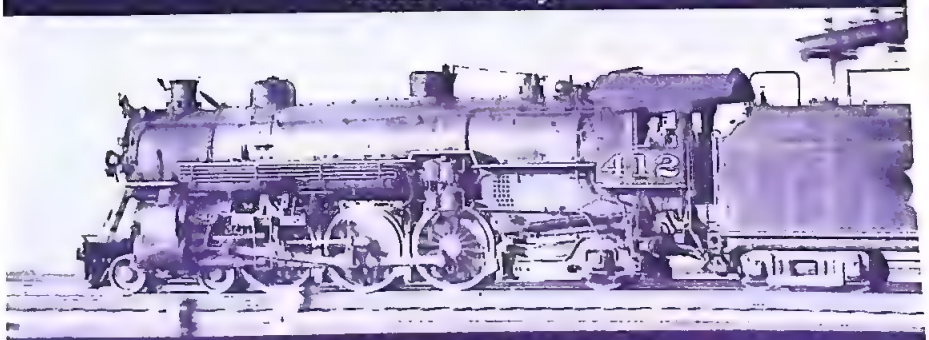

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When the B&O

ruled Wheeling

The rough-and-tumble last 10 years of passenger service to a West Virginia river town

By Bob Withers • Photos by J. J. Young Jr.

HAM! Baltimore & Ohio's Wheeling (W.Va.) passenger terminal had its share of characters, and "Shorty" Poorman was one of them.

Engineer George C. Poorman wasn't paying attention one spring evening in 1954. Backing P-1d Pacific 5049 under the sheds and into No. 4 track to pick up train 441, he bashed into the four-car consist at 10 or 12 miles an hour.

The first casualty: fireman Gene Tribbett's coffee jug. It took flight off 5049's backhead—amid flying oilcans and wrenches—and smashed into a thousand sopping pieces on the deck, incurring the young fireman's wrath.

"Don't worry, fireboy," Poorman consoled Tribbett in his characteristic high-pitched voice. "When we stop at Cameron, we'll get some Old German." He was referring to a particularly potent local brand of beer.

When the coal dust settled, Poorman got back to business. "Better go back and see if we hurt anybody, fireboy," he commanded.

Tribbett, steaming more than his engine, left the cab and climbed onto the mail car to find an RPO clerk filling out an injury report. Every one of the hundreds of letters he had already pigeonholed lay on the floor. Tribbett hurried on.

Back in the sleeper, a flustered porter also was filling out a report. "I was making up berth 5," he snapped, "and ended up at berth 10."

Such was life at Wheeling back in the 1950's, the last great decade of a generally unsung temple of transportation. To be precise, on July 1, 1951, no fewer than 14 passenger trains—with coaches, mail and express cars, diners, and sleepers—called there, traversing five B&O lines on four divisions like spokes in a wheel. Exactly 10 years later, July 1, 1961, there were none.

Sleepers, coaches, and POTUS

At the beginning of our benchmark decade, Wheeling passengers could still secure sleeping-car space to Washington, D.C., and Chicago in heavyweight 10-section, 2-compartment, 1-drawing-room cars, and to Cincinnati and Huntington, W.Va., in 12-section, 1-drawing-room cars. Hungry travelers could choose, depending on destination, between cafe-club cars, parlor-cafe cars, and snack coaches. Most of the trains carried walkover-seat coaches; only a few of the snack coaches had reclining seats. (Wheeling's other two railroads, the Wheeling & Lake Erie and the Pennsylvania, dropped their passenger trains to the city in 1938 and 1954, respectively.)

With two Pacifics in charge of its holiday-swollen consist, train 238 stands at Wheeling terminal in December 1952. A sleeping-car porter watches an 0-8-0 drag train 246 backward into Wheeling from Benwood Junction in '57.

Over the years, B&O's busy Wheeling station played host to a procession of special trains and extra cars carrying the rich and famous through town. Several U.S. presidents (or future presidents) came through, including Hayes, McKinley, Theodore Roosevelt, Taft, Wilson, Harding, Truman, and Eisenhower, plus perennial presidential

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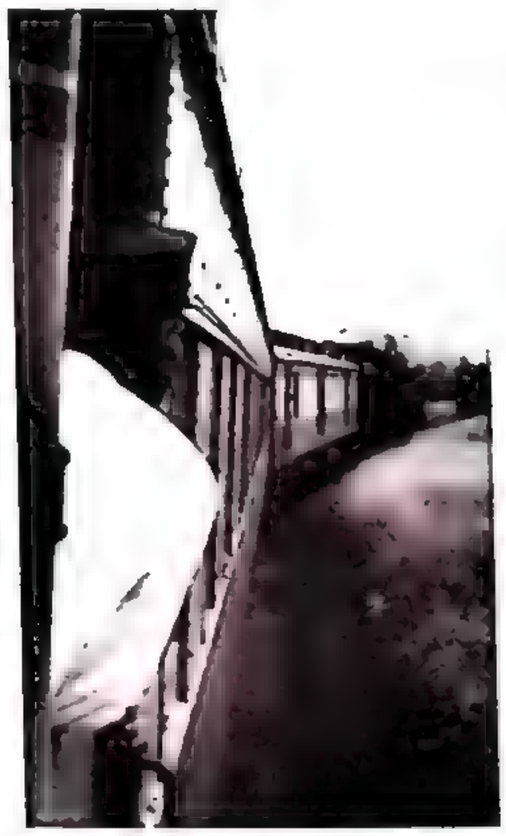

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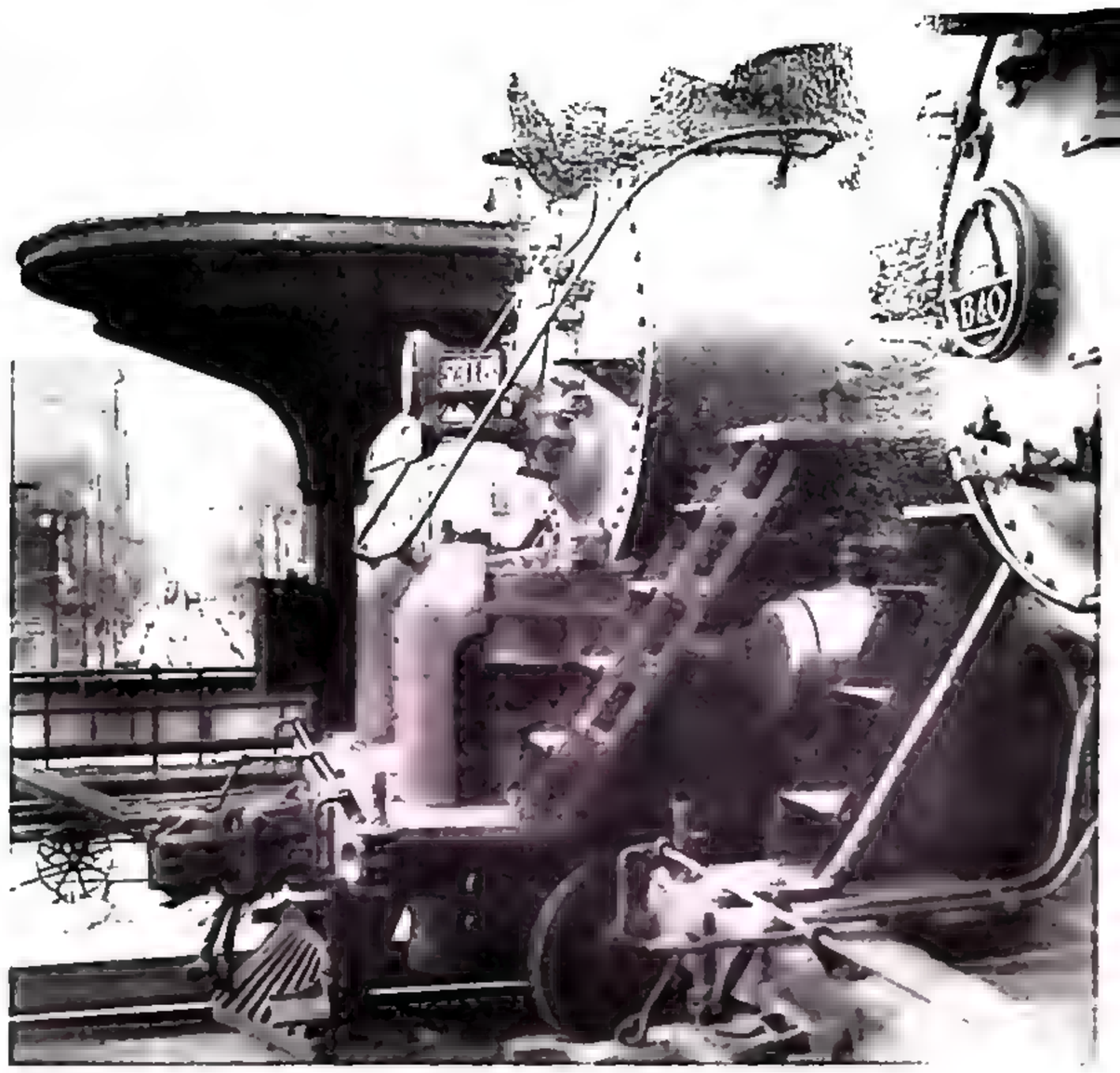


Train 233 blasts out of Wheeling terminal while Pacific 5244 on train 73 waits its turn; below the viaduct, a sign advertises Pittsburgh's Iron City beer.

On a rainy day in December 1955, Pacifics 5318 and 5231 stand over Market Street, ready to head out with trains 233 and 73, respectively.

hopeful William Jennings Bryan. Orchestra leader Fred Waring and The Pennsylvanians also called at Wheeling. One visitor, British Prime Minister Winston Churchill, riding on President Truman's private car *Ferdinand Magellan*, was a surprise.

This visit occurred as Truman and Churchill, who was actually between terms, were returning from Churchill's famous "Iron Curtain" speech at Fulton, Mo., in March 1946. They were supposed to leave the POTUS (President of the United States) special at Columbus, Ohio, and fly to Washington. But Churchill, a notoriously late riser, stared morosely out at the foul weather and stayed put. After a polite interval, B&O General Passenger Agent Daniel L. Moorman confronted the crusty old politician.

"Well," muttered Churchill with a ferocious expression, "do you want to put me off here?"

"No," the diplomatic Moorman replied. "We'd like to take you right to Washington. That's where we're going."

Churchill accepted, and the *Magellan* and two other cars were coupled to train 38 for the trip through Wheeling to Pittsburgh (Wheeling's trains were renumbered, most of them by adding a "2" in front of the old number, on September 1, 1949). No one in Wheeling saw the famous visitor, but startled bystanders noticed his famous profile lifting a "wee dram" in the *Magellan*'s lounge as 38 passed through the city's residential suburb of Elm Grove.

Special movements for the not-so-notable also clogged the terminal in the 1930's and '40's. There were troop trains, prisoner-of-war trains taking German and Italian soldiers to internment camps, employee picnic specials, three-section circus trains, jaunts to lodge conventions, annual grade-school trips to Washington, major-league baseball game specials, and high-school football and basketball excursions.

One 1940 football special from Parkersburg, W.Va., moved in four sections and required eight temporary telegraph offices, including one in a caboose on a siding, to maintain the required absolute block behind passenger-carrying trains without tying up the railroad. The company strove to retain the extra traffic—even with excursion fares of not much more than $2 per person.

"By far the large majority of people on these trains are students of high school age or younger," a company transportation order said. "The Lions Club is especially desirous of getting them back . . . as early as possible. This prevents the objection of parents for their children making trips of this nature in the future. It means better business for us if we give them 'on-time' operation."

Another unusual train was a shuttle between Wheeling and Elm Grove for people stranded by floodwaters, which operated at least twice, in March 1936 and March 1950. In both cases, so many tickets were sold that extra men were pressed into service to sell them. With standard supplies of pasteboard ticket stocks exhausted, mimeographed duplicates had to be used.

Such benevolence was no fluke; the railroad often manifested the legendary Daniel Willard's "good neighbor" policy in such ways. Engineman Tribbett recalls that his father, engineer I. R. "High Pockets" Tribbett, ran a bread-and-milk relief train to Holloway, Ohio, in December 1950 during a paralyzing snowfall that was measured in feet! A similar run was dispatched over the old main line to Fairmont, W.Va.

"I hope the service proved profitable from a financial standpoint," D. A. Burt, owner of Hazlett & Burt Investment Securities, wrote to the B&O after the 1936 shuttle. "But even if it did not, I am sure the good will of the citizens will more than justify the effort on your part."

Sometimes, the Wheeling trains provided more excitement than anyone really wanted. Sixty-two passengers escaped injury when Pacific 5077 and all six cars of train 77 derailed near Williamstown, W.Va., in 1944. Among them was Charles W. Van Horn, B&O vice president in charge of operation and maintenance, who was still asleep in his private car when rescuers checked on him. Crews built a shoo-fly around the wreck to keep wartime traffic moving.

Four years later, eastbound counterpart 78, pulled by P-1aa 5057 and carrying more than 40 coach passengers and several Pullman patrons, derailed at Willow Island in the same area; the

B&O 5300, the original "President"-class Pacific now displayed in Baltimore, moves out of Wheeling terminal with train 232 in May 1956.

only serious injury was a Railway Express Agency messenger who found himself playing tag with a safe. Thankfully, such occurrences were rare—and no one remembers the historical record being marred by fatalities.

Wheeling's cast of characters

Beyond the train consists, schedules, and historical milestones, it was the people who operated and rode the trains who make this story compelling. Engineer Poorman wasn't the only character who hung around Wheeling.

For instance, there was a yard engineer who always enjoyed working No. 4 track so he could leer into the women's restroom of the Greyhound bus terminal across the street. Rumor has it that some crewmen on outbound passenger runs acquired the same habit.

Fireman Tribbett himself also qualified as a "character." He often bragged about holding down a regular passenger turn—daily-except-Sunday trains 58 and 59—even as a green youngster. "The truth is," he says, "that train had a shovel engine [P-3 5118] and nobody else wanted to work on it."

Retired Benwood operator Paul Maxwell tells about handing orders up to the head end of a baseball special en route to a Cleveland Indians game in 1954. As Maxwell walked back to the station, some passenger dumped an armload of half-eaten food on his head from an open coach window. Fellow telegrapher Lawson D. "Pat" Ellis says Maxwell stormed into the coach, threatening the hapless excursionist with bodily harm if he could just find out who had done the dastardly deed.

"That part's not true," Maxwell says. "The train didn't stop. But I would have [gotten that passenger], if I could."

Benwood was always congested. "There were no semaphores, and sometimes three passenger trains were there at once—on two track levels—needing orders and Clearance Card Form A's," Maxwell says. "Sometimes I gave sets of orders to clerks to deliver, sometimes I'd walk 'em to the head end, and sometimes somebody had to wait."

Bridge-walkers followed every train across the Ohio River until the end of steam, he says, to see that the struggling iron horses hadn't set bridge ties afire.

But back to the "characters." Sometimes they made friends for the company. Take conductor J. P. Duvall, for example, who was working train 72 one

Wheeling's wheels

Schedules effective April 29, 1951

Train	From	To	Due at Wheeling	Last runs
78	Kenova	Wheeling	ar. 5:07 a.m.	September 26, 1953
259	Wheeling	Cleveland	lv. 5:20 a.m.	September 29, 1951
236	Cincinnati	Pittsburgh	ar. 5:20, lv. 5:45 a.m.	September 29, 1951 (see note)
343/430	Grafton	Wheeling	ar. 9:50 a.m.	October 26, 1957
233	Pittsburgh	Cincinnati	ar. 10:25, lv. 10:40 a.m.	July 21, 1956
73	Wheeling	Kenova	lv. 10:45 a.m.	January 31, 1957
246	Chicago	Wheeling	ar. 10:45 a.m.	June 30, 1961
245	Wheeling	Willard	lv. 6:30 p.m.	June 30, 1961
441/344	Wheeling	Grafton	lv. 8:15 p.m.	October 26, 1957
72	Kenova	Wheeling	ar. 8:55 p.m.	January 31, 1957
238	Cincinnati	Pittsburgh	ar. 9:05, lv. 9:20 p.m.	July 21, 1956
235	Pittsburgh	Cincinnati	ar. 11:27, lv. 11:40 p.m.	September 29, 1951
258	Cleveland	Wheeling	ar. 11:30 p.m.	September 29, 1951
77	Wheeling	Kenova	lv. 11:45 p.m.	September 26, 1953

Note: When trains 235-236 were dropped, trains 77-78 were extended east of Wheeling to Pittsburgh, preserving overnight coach and sleeper service between Pittsburgh, Wheeling, and Kenova.

RICHARD J. COOK

In 1955, Pacific 5070 (top) rumbles down 17th Street with train 233 en route to the Wheeling station. Spic-and-span 5229 passes RS&G Junction at Ravenswood with train 73 for Kenova.

evening in 1940—at a time when the train continued on to Pittsburgh. A passenger who boarded at Wheeling asked the direction to the diner, whereupon Duvall informed him there wasn't any diner on that portion of the run. Duvall was particularly contrite, since the passenger had only 19 minutes in Pittsburgh to get across the Monongahela River and connect with B&O's train 10 at the Pittsburgh & Lake Erie Station.

The passenger was irate. "Well," he exclaimed. "I did not eat anything before getting aboard because I wanted to get one of the B&O's fine meals and I'm as hungry as the deuce!"

Duvall excused himself and returned almost immediately with two apples out of his own lunch pail, which he presented to the gentleman. Not only was the passenger's displeasure overcome, he was profuse with his gratitude.

But some railroaders, it seems, had a cantankerous streak. "Those proud old conductors always polished their brass buttons, and you could see yourself in their shoes," former telegrapher Ellis says. "But they didn't want anyone questioning their authority."

He recalls an extra brakeman on train 72 who was calling out the stations. "He came to Cresap and didn't know how to pronounce it," Ellis says. "He called it 'Cheezit!' The conductor was sitting right there in the coach and wouldn't tell him any different."

A young fireman named Joe Krupinski was so[illegible] mischiev[illegible]-and good at thinki[illegible] his feet. E[illegible] year, he says, a special for the Shrine[illegible] off-shoot of the Masonic Lodge, le[illegible] heeling—always with a handpicked [illegible]iner crew. One year, the caller couldn't find a Shriner fireman and had to call Krupinski. Joe showed up and ran into engineer Lodge Cunnard, who demanded the run every year, and conductor E. B. Adams. Joe, a Catholic, belonged to the Knights of Columbus, a competing fraternal organization, and Adams asked him what *he* was doing out there.

"Hey, I'm in sympathy with you fellows," Krupinski countered. "See, I put my coffee in a Mason fruit jar!"

Krupinski says the trip happened to be the last Shriner special at Wheeling, en route to Grafton and then Florida. He remembers D. J. Ferrell, supervisor of locomotive operation, telling him, "No matter how cold it gets, don't give 'em any more steam because the pipes on those old coaches will blow up!"

A photographer's passion

Wheeling native J. J. Young Jr., never a B&O employee but a devoted fan and photographer nonetheless, was always around the railroad.

"Johnny, why don't you go over and watch some trains?" his mother asked him one day in his childhood home at 977 McColloch Street.

Young, now retired and living in Charleston, W.Va., was suspicious—he, his brother, and two sisters always had chores to do around the house. But he went, taking up a perch near Tunnel 1 at Tunnel Green. Between trains, he kept an eye on his house. Shortly, he noticed several of his schoolmates stepping on the front porch and it dawned on him—this was his 11th birthday, and his parents were planning a surprise party for him.

"My mother always said I was the black sheep of the family. She and my grandmother were always trying to turn me into a civilized human being," Young recalls. "But I have never been a social animal."

So he walked a couple of miles to the Wheeling station, and talked his way into a cab ride on train 72 to Pittsburgh.

"When I arrived at the Smithfield Street Station, I deliberately called my mother to infuriate her," he says. "She said, 'Where are you?'"

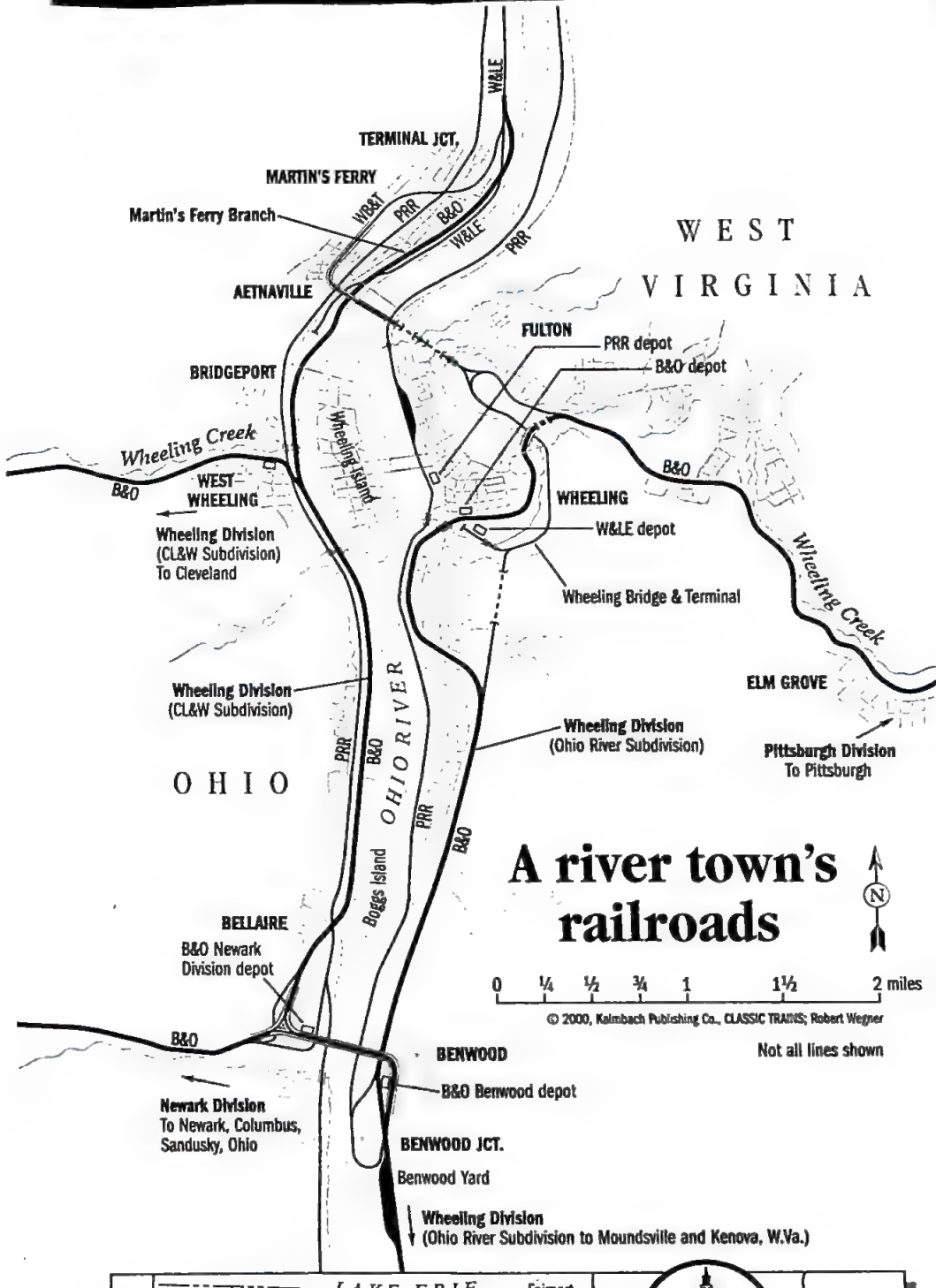
"Pittsburgh," he said triumphantly. There was a long silence, and the line went dead.

After a 30-minute layover, Young rode back to Wheeling in the cab of train 77. His dad was waiting at the sta-

Five ways from Wheeling

TOPOGRAPHY forced Wheeling's departing trains to take twisting, roundabout routes to escape West Virginia's northern panhandle:

- Kenova (W.Va.) trains 73 and 77 paralleled the Ohio River all the way to their destination.
- Grafton train 441 followed 73 and 77 to Moundsville, then traced B&O's original main line on the Monongah Division to Grafton—changing direction and assuming a new number, 344, in the process.
- Chicago and Cincinnati trains went as far as Benwood Junction, where switchtenders emerged from their little shanty and routed them around a loop and onto the "hill," the double-tracked access to B&O's bridge over the Ohio River. At Bellaire, they took the Newark Division to Newark, Ohio, where Nos. 233 and 235 struck out for Cincinnati and 245 went north toward Willard, Ohio, and Chicago.
- Cleveland train 259 also went to Benwood Junction and over to Bellaire, where it took the Cleveland, Lorain & Wheeling Sub via West Wheeling toward Lake Erie.
- Pittsburgh trains trundled up the middle of 17th Street for several blocks after leaving the terminal, heading for the hilly profile of the Pittsburgh Division's "Pike."

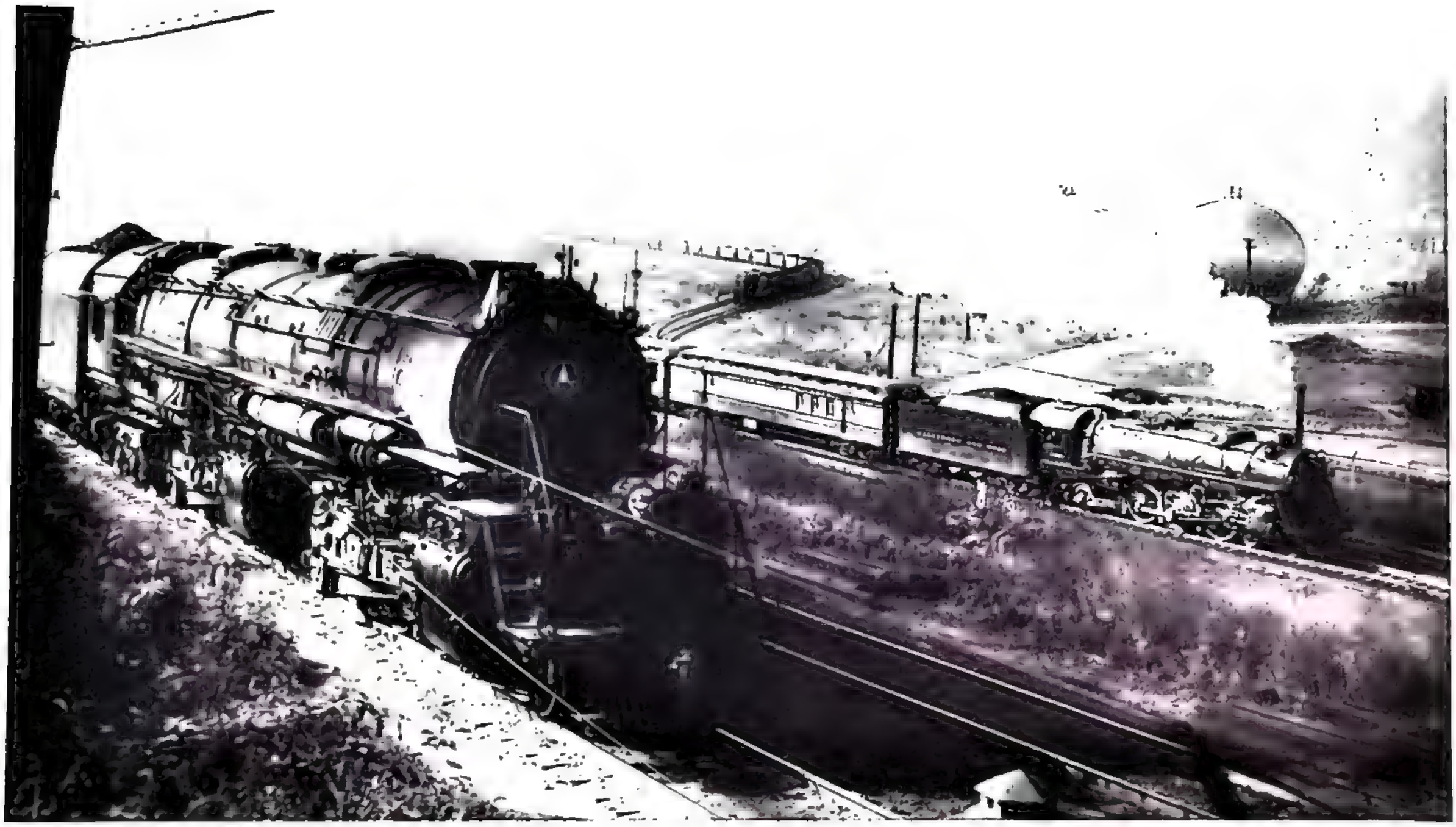


tion. "He whipped my a-- all the way home," he says.

Young's good fortune resulted from his relationship with Wheeling Division Superintendent J. J. Sell. After World War II security measures had been lifted, Young had begun spending time around the terminal with his camera. Finally, one Saturday, he worked up enough courage to go see Sell, a batch of his photos firmly in hand.

"I ascended the marble stairs to his office, made a quiet entrance, and asked his chief clerk if it would be possible to see Mr. Sell," Young recalls. "The chief clerk disappeared behind the crinkled-glass door with 'Superintendent' painted on it in gold letters, and after what seemed like an eternity, he reappeared and said Mr. Sell would see me. Wow!"

Young entered hesitantly as Sell



Benwood Junction, 1956: EM-1 7607 with a coal extra stands on the ramp to the Ohio River bridge. In the distance, a GP9 on an Elm Grove mine run waits for Pacific 5300 to pass with train 430.

motioned him in, introduced himself, and asked his name. The photographer suspects he stammered his reply.

"John Sell was of small stature, but he was a big man in demeanor and very quickly put me at ease," Young says. "I showed him some of the photos I had taken around the station and he asked what he could do for me. Imagine—what *he* could do for *me*."

While Sell continued to look through the photos, Young told him he had discovered the parade of trains under his jurisdiction and that most of the jobs on the CL&W branch were turnarounds to Holloway and—here it came—if it might be possible to arrange a cab ride on one of those "humpers." Sell looked at the photos for several more agonizing minutes, then looked up at Young.

"I didn't know it, but he had been watching me, noticing that I looked both ways and stepped over the rails, not on them, when I crossed the tracks," Young says. "He told me he wished he could instill in his employees the sense of safety that I exhibited. Then he told me to go down to Benwood and get on any train and tell the crew he had OK'd my going with them."

Sell also told his new friend that if any crewman questioned the order, he was to call his office and speak to him directly for confirmation.

"He then called in his chief clerk and dictated to him a message over J. J. Sell's signature that he had given his permission for me to ride engine cabs on Wheeling Division trains which the clerk was to read to any 'doubting Thomases'," Young says. "But that was never necessary. I was accepted by every B&O crewmember I came into contact with for more than 13 years, until I left the Wheeling area."

Sell reigned over the Wheeling Division from 1945 to 1960, and is still remembered as a railroader's railroader. "He treated railfans with a degree of respect totally lacking today," Young says.

But that didn't keep Sell out of trouble. During passenger steam's last full year in 1956, the City of Wheeling had enacted a tough smoke-abatement ordinance—and hired an equally tough man to enforce it. One morning, the man was looking out of his window in the City Building when trains 233 and 73 were preparing to depart, and 233's engine was sending up thick plumes of choking black exhaust.

The man rushed over and tried to arrest the engine crew, who ordered him off the engine. Furious, he retreated into the station, asked to see someone in authority, and was sent to Sell.

"He was screaming, ranting, and raving and Sell told him to calm down," Young says. "So he took Sell over to his office and booked him."

Sell's standing in the community soon convinced the inspector he had picked on the wrong man. Newspapers editorialized against the city, and the embarrassed inspector was forced to apologize.

Crews loved their boss, too. They caught Mr. Smoke Inspector's automobile slightly out of safe track clearance one night on a switching lead, and banged it up a bit before they got stopped. A smug Sell threatened to have the man arrested for trespassing.

When employees performed well, Sell was not reluctant to congratulate them. A case in point was when train 73 ran over a broken rail near Waverly, W.Va., derailing coach 5019 and lunch-counter car 3020. Within 40 minutes, the crew and three deadheading employees had rerailed both cars themselves and were on their way. Sell sent each of them a congratulatory letter, thanking them for their "meritorious work" and "a mighty nice piece of railroading."

More specials—and train-offs

Even in the 1950's, a decade of decline, special movements continued to boost Wheeling's passenger revenues.

Seventy financial analysts arrived on a four-unit, 15-car company inspection train in November 1953 after poking up the hills and hollows of West Virginia for four days. And Schoolroom Progress USA—two Chesapeake & Ohio combines housing a traveling exhibit of the

Henry Ford [illegible] the *Encyclopedia Amer[illegible]* [illegible] 1956.

The ba[illegible] train underscored the contributi[illegible] Henry made to preserving B&O p[illegible] service in Wheeling as long as i[illegible] Sleeping-car space on the regular r[illegible] remained popular with manufacturers nearly as long as the trains ran. Transportation orders listed extra accommodations for executives, sales reps, and bowling-league members of companies such as U.S. Steel, Carnegie-Illinois Steel Corp., American Rolling Mill Co., the Upjohn Co., IBM, Eastern Gas & Fuel, Western & Southern Life Insurance Co., and the Metropolitan Life Insurance Co.

Wheeling's Stone & Thomas department store always sponsored a day-after-Thanksgiving run for Santa Claus and all his little fans, and the tickets were free! The train ran 11 miles to Moundsville, and while the locomotive changed ends,. Santa and his elves boarded for the return. High-school bands welcomed the jolly old elf's arrival at Wheeling, and he was whisked through the station to a waiting float and a holiday parade to the store.

In August 1956, in the twilight of steam, another special train marked one of steam's grandest moments in Wheeling. A railfan trip out of Cleveland was pulled by former Boston & Maine class T-4 Mountain 5656, but once the train reached Holloway, Ohio, Superintendent Sell had arranged a surprise for the fans aboard. The 4-8-2 was uncoupled, and taking her place was the last of B&O's 30 EM-1 2-8-8-4's, No. 7629. The massive, spitshined articulated rolled the 15 crammed cars effortlessly over Flushing Hill and into Benwood, photographer Young remembers.

"They stopped on the hill and gave passengers the option of staying at Benwood while the train went to Wheeling," Young recalls. "They serviced the engine and turned it at the roundhouse. An 0-8-0 towed the train backward to Wheeling. Later, 7629 backed to Wheeling, doubled the train from 2 Track to 3 Track and departed for Holloway. It was the only time an EM-1 was brought right into the station's trackage."

But as enjoyable as B&O's passenger travel was, abandonment proceedings were inevitable. The railroad had been striving to discontinue trains by the dozens ever since the World War II traffic boom evaporated. The company moaned, for instance, that patronage on trains 77-78 had dwindled to an average of 15.4 West Virginia riders per trip in 1952, down 91 percent from 1946.

The Ohio River trains had been popular with members of the West Virginia Legislature from the state's northern panhandle because mileage reimbursed by the state covered prevailing fares. For a while, they also had a choice—they could take the B&O to Huntington and the C&O to Charleston, the state capital, or they could leave the B&O at Point Pleasant and continue on the New York Central.

But one day, the only passenger in train 73's snack coach was a member of the House of Delegates. The legislator was enjoying a dollar lamb chop when he sensed that both the conductor and chef were watching him. Although he understood that the crewmembers were lonely, he felt self-conscious and never traveled to Charleston by train again.

The B&O—as did other railroads—blamed the lack of traffic on Americans' love for the automobile, new highways, and air travel. But one suspects there were other reasons, too. Take, for instance, a log that B&O's E. L. "Tommy" Thompson, who retired as manager of passenger operations after the advent of Amtrak, compiled aboard train 73 on January 25, 1957, less than a week before the train came off. On a 45-mph route, Thompson recorded no less than six slow orders, ranging from 20 to 30 mph, between Wheeling and Parkersburg. "Track through that area rides terrible, and even where there were no slow orders, at times it appeared [the] engineer [was] running below [the] speed limit," he wrote. "It all resulted in a very dismal effort."

There were several more slow orders —"and there should have been more than there were," Tommy groused—

A passenger palace

B&O's four-track Wheeling terminal looms in the fireman's windshield of an F7 heading east toward Elm Grove.

B&O's WHEELING passengers started or ended their journeys in a magnificent station that had replaced the original depot in 1908. The four-story, 90-by-250-foot French Renaissance Revival structure was fashioned of handmade red brick, with a granite base rising to the first-story windowsill course, and Indiana limestone facing to the second-floor line. Limestone and matching terra cotta provided trim.

The building's first floor was of reinforced concrete to prevent high-water damage from nearby Wheeling Creek. Heated by steam and lighted by electricity, it had four electric elevators, one each for baggage and express, plus two passenger elevators to serve Wheeling Division offices.

Public accommodations were on the first floor. Passengers reached the tracks, elevated on a 935-foot-long viaduct, by two broad flights of concrete stairs. The spacious waiting room, decorated with massive Tuscan pilasters and a heavy-beamed ceiling, was wainscoated with Verde-Antique marble and featured a gleaming floor of white marble tile with dark red borders. Three large art-glass ceiling lights provided illumination from a skylight in the roof, augmented by 12 bronze pilaster bracket lights.

The complex also included an interlocking tower, freight and coach yards, and its own independent power plant. And lots of passenger trains.

Tiny trains, too, graced the elegant station. The Hempfield Terminal Model Group had O- and HO-gauge layouts on the top floor, and the B&O set up its own grand traveling layout in the main concourse through the month of December.

Christmas brought added cheer to the terminal. Sprigs of holly were given out with each ticket sold, and choirs from area schools and churches sang carols in the evenings, encouraging passengers to join in.—*Bob Withers*

PAUL B. DUNN PHOTO; JAY POTTER COLLECTION

F3 4641 and GP7 3401 are at Zanesville, Ohio, on the last run of train 246. That night, these units handled 245–the last B&O varnish from Wheeling.

between Parkersburg and Kenova, including three at 10 mph and one at 20. Thompson wrote that the train ran over a broken rail below Ravenswood, backed up to find the break, and, on the way again, stopped to put out the fusee at the point of the first stop, then yet again to tell a section gang about the problem.

On top of that, 73 passed mixed local 81 at Mason City, only to receive a message to make 81's flag stops from that point on, and then crawled into Huntington because freight train 92 was too long for a siding in the yard and had to saw by. "It must be very discouraging to the engineer," Thompson concluded, commenting that track below Parkersburg was "quite rough" and that the Huntington-Kenova segment rode "like some 15-mph branch used once a week."

It must have been apparent to all that trains 72 and 73 were on borrowed time, because the Post Office had removed all U.S. Mail from them and their Pittsburgh connections on September 1, 1955. This reduced the Kenova trains to a single baggage car (for express, luggage, milk cans, and newspapers) and a coach.

As the dark clouds gathered, operation of Wheeling's varnish became more informal in a fashion that endeared the trains all the more to railroad-lovers. Brotherhood of Railroad Trainmen local chairman J. B. Fancher complained to Monongah Division Superintendent T. J. Klauenberg in the summer of 1954 that Benwood-Fairmont pool crews were being deadheaded home by bus and being called for another trip before their regular cabooses—and their raingear—caught up with them. His suggestion: Put the deadheading cabooses on train 343 to get them home on time. Klauenberg promised Fancher that the cabooses would be forwarded on the first westbound train that operated after the crew was deadheaded home. He sent a blind copy to a subordinate to ensure compliance and prevent a formal complaint from the union, but no one remembers if the cabooses ever moved on the passenger train.

Paul H. Reistrup, an early Amtrak president and now CSX Transportation's vice president for passenger integration, was but a B&O technical trainee when he climbed aboard an E unit that was hauling train 343 west out of Fairmont in early fall 1957. With Reistrup watching, the crew was approaching Glover Gap hill when they were stopped by the flagman of Columbus 97, the line's through freight, which had hung up. Everyone put their heads together and 343's engineer—whose name Reistrup has forgotten, but whose description of the man may indicate it was the hapless Shorty Poorman—suggested simply pushing the freight over the hill with the passenger train. "The flagman kept the pin up on the caboose's coupler so the knuckle would open when the trains parted," Reistrup says. "We didn't couple up the air hoses so the passenger train wouldn't go into emergency. The passengers knew nothing about it."

The Wheeling trains, though, were not without their admirers when it came time for their last trips. Making a "sentimental journey" on the last No. 78 on September 26, 1953, were Benjamin Fairless, president of U.S. Steel Co., and Mrs. Fairless aboard their private car *Laurel Ridge*. The Fairlesses had been patrons of the trains, visiting her father, Dr. Henry Hatfield, noted and former West Virginia governor, in Huntington.

When it came time for the demise of trains 72 and 73 on January 31, 1957, more than 135 passengers—many of them retired railroaders and their wives—rode 73, so many that Sell added an extra coach to handle the crowd. Still, the melancholy jaunt was no struggle for P-6a Pacific 5231. Conductor E. L. "Pap" Turner was moved. "Why, people have been bringing their young children for a ride to Kenova since they heard this will be the last steam locomotive in Wheeling," Turner told that evening's *Wheeling News-Register*. "I guess the next generation won't even know what a steam engine looks like!"

Agent/operator C. N. Dawkins sold the last tickets at Williamstown that day—two 51-cent fares to Parkersburg.

When Bud Gray, 72's fireman, completed his tour of duty at Parkersburg, he got on the coach to deadhead home to Moundsville. There were no empty seats, so Gray sat down on a coffin in the baggage car. "'Coondog' Corey came in with his bulging pockets jangling from all the cash fares he had collected," Gray says. "'This is like old times,' he told me."

B&O bragged the next day that its passenger service was 100 percent die-

seized and reminded Wheeling civic leaders that henceforth, no steam engine would ever reach the city closer than Benwood. Truth is, there were a fair number of times when a P-7 Pacific pulled train 246 into Benwood because of diesel failures. And at least once, an L-class 0-8-0 towed the late train backward from Benwood to Wheeling to avoid returning the empty cars to Benwood and turning them on the loop. The move itself was fairly frequent in the 1950's, but most of the time the undignified entry was accomplished with Baldwin diesel switchers.

The curtain falls

By spring 1957, only trains 430-441 and 245-246 called at Wheeling. The former pair, last pulled by steam when the original P-7 Pacific, No. 5300, departed Wheeling with train 441 on October 23, 1956, finally fell to the ax almost exactly a year later, on October 26, 1957. Their usual slot, No. 4 station track, was removed shortly afterward. Trains 245-246 were left to trundle across Wheeling's viaduct alone for more than three years. But it was only a matter of time. The company said that, at the last, each run carried an average of 18 people, including fewer than 7 in the sleeper. Those figures, it said, were down 46 percent from 1956.

No. 245 departed for the last time at 7:45 p.m. on Friday, June 30, 1961, behind F3 4641 and GP9 3401. Two extra coaches accompanied the customary express car, RPO, mail car, snack coach, leased lightweight 10-roomette, 5-bedroom Southern Pacific sleeper, and Newark express car.

Hundreds of people jammed the train. Grayed heads stared sadly out dirty windows and waved to about a hundred folks still on the Wheeling platforms as 245 pulled out; hundreds more lined the track to Benwood. On board, excited youngsters laughed as their parents pointed out sights and told stories of past railroad glories. Many people had purchased two tickets—one for transportation and one for their scrapbooks. The trip was at once a carnival ride and a funeral procession. Snack-coach 3052's lunch counter stayed busy serving up 50-cent hamburgers and ham sandwiches, 35-cent cheese sandwiches, 25-cent containers of milk, and 20-cent cups of coffee, tea, hot chocolate, and soft drinks.

"In my 32 years with the railroad, I've never had a crowd like this on a regular run," conductor D. L. Fitch told the next morning's *Wheeling Intelligencer*. "We have seats for 200 people, and there are more than 300 on the train now."

THE HERALD-DISPATCH; L. V. CARTMILL COLL.

Clockwise from top: An EMD switcher looks on as Shriners load an old auto aboard a convention special in 1958. On the campaign trail, Dwight Eisenhower receives the key to the city at B&O's Wheeling depot. A corpse is transferred from train 246 to a funeral-home vehicle. During the Korean War, soldiers crowd onto train 78 at Huntington.

At Newark, Ohio, Chief Train Dispatcher B. E. Bowden dictated the last order to the train. Order No. 69, addressed to train 245 at North Siding, just beyond Mansfield, read: "When you take down the markers upon arrival at Willard you close another page of railroad history in Ohio marking the end of scheduled passenger service on the Newark Division. The service is gone but the memory will remain for many years. No more orders for No. 245."

It was completed at 11:20 p.m., June 30, 1961. As a B&O passenger terminal, Wheeling was dead.

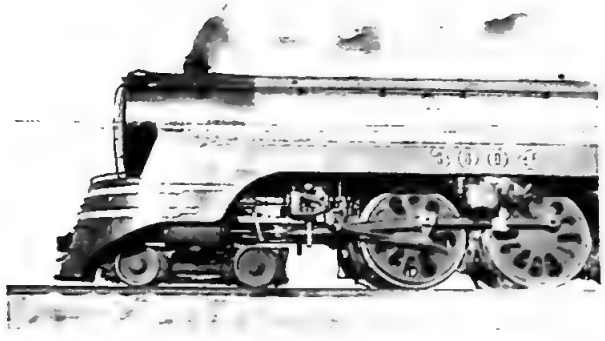
The ornate old station survives today as the West Virginia Northern Community College, but the interlocking tower, viaduct, and tracks are all gone, victims of an ulcerated, stress-filled jet age in which getting there is not part of the fun. Thankfully, we still have photographs, old timetables, and memories to remind us of what once was. ■

BOB WITHERS is a feature writer for The Herald-Dispatch *in Huntington, W.Va., a bivocational Baptist pastor, a life-long B&O fan, and author of* The President Travels by Train *(TLC, 1996).*

Homage to a Jubilee

The chance to see a Canadian Pacific 4-4-4
in steam in 1954 made a roundabout trip worth every mile

By Gordon E. Lloyd



Jubilee 3004 displays the understated style of Canadian Pacific streamlining in a photo by Jim Shaughnessy. In a July 1957 scene, No. 3000 pulls out of Glencoe, Ontario, with Windsor-London train 364 in a photo by John A. Rehor.

IN COLLEGE I had a marketing professor who allegedly coined the phrase, "Sell the sizzle, not the steak." In effect, he was saying that anticipation is often more rewarding and enjoyable than the actual attainment of a goal. But a trip I took to Canada in the winter of 1954 tends to belie that adage because, in my view, the anticipation and the doing were equally rewarding.

Streamlined steam power—especially those great locomotives of the 1930's with their rounded corners, exotic chrome accents, flashy paint schemes, and other art deco touches—were among the few bright spots of the otherwise dreary Depression years.

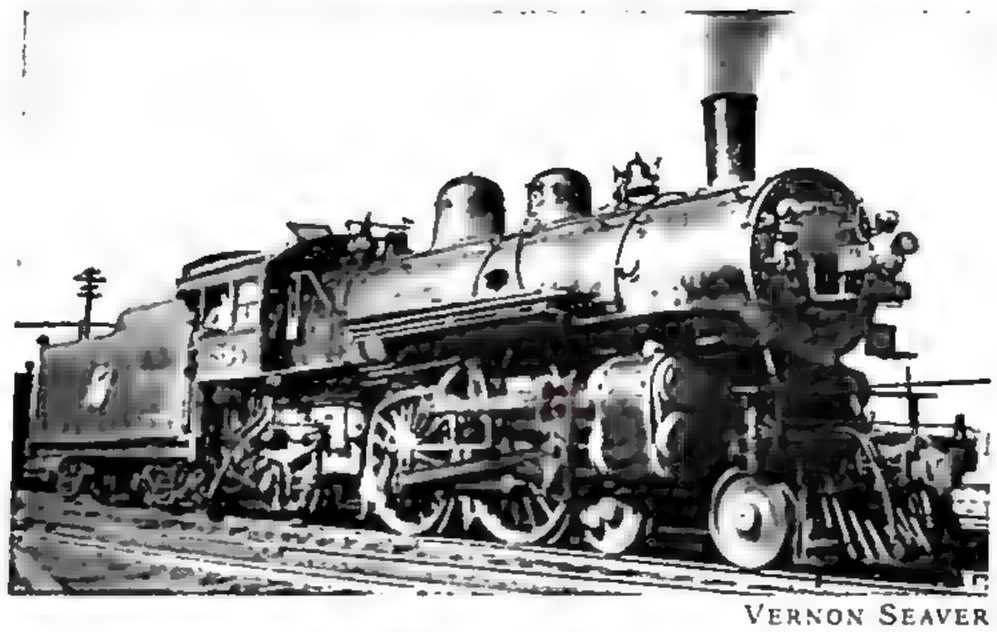
As a boy, I made many a pilgrimage to the tracks of the Milwaukee Road, in the Chicago neighborhood of Edgebrook, where the railroad crossed Devon and Central Avenues. There I joined crowds of like-minded Chicagoans who had turned out to watch the original streamlined *Hiawatha* flash past. The approach of that great train from the north and its passage amid color, noise, and speed was a thrill, and I figured that most of the boys in the crowd imagined themselves at the throttle of the beautiful class A Atlantic type at the head end. There were spontaneous cheers from the multitude—cheers of enthusiasm, hope, even love of the train and the railroad. It was an unorganized display of affection enough to make a p.r. man drool!

Those days also fueled my love affair with four-coupled steam power. Big freight locomotives were impressive, expressing the brute strength of steam, but an Atlantic type, well, that was a synonym for speed, and lots of it.

Unlike the Milwaukee's Atlantics, the class D 4-4-2's of the Chicago & North Western were not

R. H. KINDIG

The author's fascination with four-coupled steam was fueled by flashy 4-4-2's such as Milwaukee Road's A-class No. 2, near Deerfield, Ill., in September 1939; C&NW D-class No. 394, shown in Chicago in 1939; and PRR E6 No. 92, arriving in Haddonfield, N.J., in 1947.



VERNON SEAVER

C. NORMAN LIPPINCOTT

chromed, painted orange, or streamlined. But their towering, 81-inch driving wheels—fully exposed, unobstructed by shrouding—said this was a speed machine pure and simple.

The North Western D's were downgraded to suburban runs by the mid-1930's. However, you could have a very profitable afternoon riding your bicycle along Green Bay Road in Evanston or Kenilworth and watching for an Atlantic running among the much more numerous Pacifics which dominated C&NW's suburban territory. Those Atlantics moved right out from a station stop, their peppy exhaust telling the world they were creatures of movement, not meant to stand still.

Other railroads had Atlantics, too, notably the great Pennsylvania Railroad, with its fleet of more than 600. On the Pennsy they were designated class E, and the speeds they routinely achieved made them a hard act to follow. From any unbiased point of view, the Atlantic type was a locomotive that made one take notice, not only for the relative simplicity of its machinery, but also for its performance out on the line.

Exotic species

Just as a fancier of orchids strives to develop new, unique, even exotic species of the genus Orchis, a rail enthusiast tends to dream of seeing locomotives that not only resemble engines in which he is interested, but also engines which extend the basic design philosophy of the type. One might call it "improving the breed." Such was my passion with a locomotive closely allied to the Atlantic type, Canadian Pacific Railway's incomparable Jubilee-type 4-4-4's. These unique locomotives were basically the creation of H. E. Bowen, onetime chief of motive power and rolling stock on the huge CPR system. His faith in the steam locomotive was deep, and the advent of the diesel age did not alter that basic position.

CP's first Jubilees, built in 1936, resembled the Milwaukee 4-4-2's of the previous year. Named to commemorate the 50th anniversary of CP's transcontinental passenger service, the high-performance Jubilees operated at a boiler pressure of 300 pounds per square inch, the same as the *Hiawatha* Atlantics. Their main rods were connected to the leading drivers, also like the A's. But there

GORDON E. LLOYD

Canadian Pacific's typically stately colors are accented by bold safety stripes on combine 624 of CP subsidiary Grand River Railway at Galt.

also were subtle Canadian influences, such as 80-inch driving wheels instead of the 84-inch "gams" of the Milwaukee engines. And the streamlining of the Jubilees was clean, low-key, and in good taste. The public would see that these were modern locomotives for a Canada that was moving forward, but in an understated, typically Canadian manner.

At some point I just had to see a Jubilee under steam. Time and events, however, seemed to work against me. All of a sudden it was 1954, and the last of the Milwaukee Road A's had been scrapped. The Jubilees were 18 years old—young in one sense, but under attack by diesel locomotives and even Rail Diesel Cars (RDC's).

I would have to get with it, or I would never see the locomotive that intrigued me for nearly 20 years. I learned that until late 1953 they had, in fact, operated in an area I could reasonably reach: Ontario's London-Toronto passenger corridor. It was common knowledge the 4-4-4's were being supplanted by RDC's, but the word was that the Jubilees still were fired up whenever the RDC's broke down. I still had a slim thread of hope of seeing them in service.

Getting to Canada would not be easy. I had only been to Canada once in my life, and that was on a motor trip to Montreal and Toronto, which came to an unfortunate end when I plowed into a Toronto municipal garbage truck on King Street in August 1950. My 1949 Ford, fenders held together by baling wire, hobbled south to Buffalo for repairs, and the balance of my planned trip to Galt, London, and Windsor was put on the shelf.

To make matters worse, in fall 1953 my employer transferred me from Pittsburgh to Chicago. I was in the mid-stages of establishing a new department and at the same time was negotiating to buy a new home. Even more important, my wife was expecting our first child.

Then, at this most inopportune time, I received a call that I was expected to attend a meeting in Pittsburgh in late February 1954. Well, the stork put in an appearance on February 10, the house deal was jelling, and I had to decide how to work in a trip to Pittsburgh, all of this before the invention of Excedrin!

Readers fortunate enough to have spouses who try to understand the hobby will empathize with me over what happened next. My wife has never been too enthusiastic about me flying all over the country, my old United Air Lines 100,000 Mile Club membership notwithstanding. She said, "Do you have to fly?" I responded, "Not at all; I could take the train."

We worked out a plan where I could drive her over to her parents and she could spend a few days there with our new son. Since my in-laws lived on the north side of Chicago, it was a simple matter for me to drive over, park the car, hop on the "L," and head for Union Station.

Next day, I had my secretary get me a center roomette on Pennsy train 62, the *Golden Triangle*, a train which the PRR had tailored specifically for the Chicago-Pittsburgh business traveler. Riding the *Triangle* would allow me to spend some time going over papers en route, and would deliver me directly to downtown Pittsburgh. Considering the uncertainties of Midwestern weather in February, I could be sure that the following morning I would arrive in the Steel City, not in Buffalo or perhaps Philadelphia, a fate which might befall an air traveler!

But my mind was working on another aspect

The quiet streets of Galt seem unruffled by a wondrous sight: Jubilee 3002 pulling up to the water plug with an eclectic consist of an RPO-baggage car, a Budd RDC serving as a coach, and a standard coach.

of the trip, the return from Pittsburgh to Chicago. I grabbed an *Official Guide* and concocted an unusual return: Pittsburgh & Lake Erie train 33 from Pittsburgh to Buffalo (via Ashtabula and P&LE parent New York Central); NYC train 17, the *Wolverine*, from Buffalo to St. Thomas, Ontario; then the London & Port Stanley interurban to London. At London I might be able to ride behind a Jubilee east to Galt, then retrace my steps through London to Detroit. After that, I could catch NYC train 315, the overnight *Motor City Special*, to Chicago's Central Station. It could be done: Pullman going out, coach on the backswing, with a minimum of extra cost.

The day of departure arrived. I loaded my wife and son into the Buick, transferred them to the grandparents' place, parked the car, left with my "two-suiter" in hand (camera tucked inside), and departed on the "L" for Union Station.

The *Triangle* was a popular train in the mid-1950's. Jets had not arrived, and the vibrations of a DC-4 or a Constellation were too much for many travelers. In the winter there was even more reason to be skeptical about flying. Also in the train's favor: the camaraderie of the club car.

The next morning I had a tasty bacon-and-egg breakfast as we sped along the north bank of the Ohio River on the last leg of the trip, wondering why (as I still do) anyone would want to fly on a 500-mile trip. Our arrival in Pittsburgh was just about to the minute. My meeting ended by 3 p.m., and since it was Friday I could concern myself with my "fringe benefit" excursion into Canada.

The trip from Pittsburgh to Buffalo was standard P&LE/NYC railroading—clean, fast, and safe, with arrival at Buffalo's Central Terminal at 10:25 p.m., leaving me with about three hours to kill. The time passed agreeably over coffee and apple pie at the station "beanery," followed by some reading.

Later, I was on the *Wolverine*, crossing the international border on the way to St. Thomas. Just as I was beginning to get some sleep, the lights went on in the coach and we came to a stop. Now, I submit that 4 a.m. is not a good time for man, beast, or devoted railfan to get off a warm train and out into the Ontario winter, but the London & Port Stanley's station was open and reasonably warm inside, considering the dreadful hour.

The northbound L&PS train rolled in on time at 6:15 a.m. and a few of us boarded for the 45-minute trip to London. Once there, I walked the mile to the CPR station. Now came a pivotal decision: go on to Chicago, or back east to Galt? The key was the availability of a Jubilee. Noting I was a "Yank," the CPR agent was astonished to hear me ask if the train to Toronto would be powered by a steam locomotive today, preferably a Jubilee, or an RDC. Apparently questions like that did not often pass through the ticket wicket.

He said he couldn't really say, but he would check into the matter. After consulting with the dispatcher, he advised me I was in luck: Jubilee No. 3002 would be on the run that day. I must have grinned from ear to ear. Next I purchased a round-trip ticket to Galt. Train time was in a few minutes, so I went outside into the bracing cold. Then came a scene of wonder: No. 3002, stopping at the water plug. She was all I had imagined: fresh, clean, beautifully maintained. Only a plain, short stack, which replaced the original shrouded version, marred her clean lines.

I had little time until departure, so quickly I took a photo of her and the train. It was only

TWO PHOTOS, GORDON E. LLOYD

when I walked back to board that I realized I was going to be on a unique and rather bizarre consist spanning five decades of Canadian railroading. Behind the engine and tender was a wooden, truss-rod Royal Mail RPO-baggage car, then an RDC in use as a coach (apparently going to Toronto for repair), and finally a lovingly polished, seemingly British-influenced steel coach.

Steam leads the parade

The short trip was a delight. Over the 58 miles to Galt we made several station stops but still came in 5 minutes early. This was as much a tribute to the locomotive as it was to the performance of an experienced engineer, a man who knew what his superb machine could do.

My layover at Galt almost had to be anticlimactic after such a trip, especially on a dull February day. But I was in a great mood, and I was kept on this "high" by a parade of passing CPR trains. Steam was much in evidence. Train 33, the *Royal York*, had Hudson No. 2855 on the point. As the train cleared the single track to the west, a doubleheaded freight with 4-6-2 No. 2233 in the lead moved west with 60 cars.

Nearby, the two CP-owned electric railways offered another course in this railroad feast. Operated together, the Grand River Railroad ran north to Waterloo and Kitchener, while the Lake Erie & Northern ran south to Port Dover on Lake Erie's north shore. These were "grande dames" of the interurban world, with solid heavyweight cars, good track, and dependable performance.

Time passed all too rapidly, and a memorable day drew to a close. I still had to get to Detroit to catch NYC's *Motor City Special* for Chicago. My ride to Detroit on CP, the close connection at Michigan Central Terminal to NYC, and the overnight ride home all were a blur. It was one of the few times I fell asleep in a coach seat almost as soon as the conductor lifted my ticket. Back at the office on Monday, my associates inquired about my trip and about details of the meeting. The subject of my return did not arise, and I offered no comment. Had they known I'd returned via Ontario, I'm confident there would have been a few raised eyebrows.

As rail historian George Hilton once observed, "You have to be tough to be a fan." That return trip was a bit rugged, but the memories of that day are ones I always will cherish. ■

More action at Galt: after his Jubilee encounter, the author witnesses the arrival of CP 4-6-2 2233 on a freight, passing an LE&N interurban car.

GORDON E. LLOYD, a noted traction fan who wrote about Illinois Terminal in Spring CLASSIC TRAINS, *is retired and living in Lexington, Ky. For more on Jubilees, visit www.classictrainsmag.com.*

Vacationing by train in search of "foreign" railroads

By Robert R. Malinoski • Photos by the author

AFTER SEVEN YEARS of working in Erie Railroad yards in the Jersey City area, my seniority finally entitled me to a two-week vacation, so I planned a trip in late spring 1953 that would take me to Chicago and several points west. I went, by train of course, armed with my new 35mm Kodak Retina camera to shoot color slides, which were becoming the "in thing" at our local informal get-togethers. I also had another camera to shoot my traditional black-and-white negatives.

Today people think nothing of shooting several of rolls of slides on a one-day outing, but things were different then. When I started out, on May 28 aboard Erie No. 5, the *Lake Cities*, my $25 Retina, which I received as a gift, was loaded with only my fourth roll of Kodachrome. When I returned home June 9 on Erie No. 8, the *Atlantic Express*, I was in the middle of my seventh roll, having shot 71 slides on the trip.

After a stopover at Jamestown, N.Y., and a side trip by bus to Westfield to shoot some New York Central and Nickel Plate, I returned to Jamestown to board Erie No. 1, the *Erie Limited*, at 7:32 p.m. During my Westfield interlude, I saw 26 New York Central trains (19 with diesels, 7 with steam) and 11 Nickel Plates (all steam except passenger train 6 behind "Bluebird" Alco PA's 183 and 188).

I rode into Chicago and spent the first of four nights at the downtown YMCA. The next morning, May 30, I took the South Shore electric out to Hammond, Ind., and made the short hike to State Line Tower hoping to get some action. This junction is where the main lines of Erie, Nickel Plate, Monon, and Chesapeake & Ohio of Indiana crossed that of Baltimore & Ohio, with secondary routes of Wabash and Indiana Harbor Belt thrown in for good measure.

The 541-mile Monon, a small Class 1 road known as "the Hoosier Line" (officially the Chicago, Indianapolis & Louisville), was almost bankrupt when John W. Barriger became its president in May 1946. He improved the tracks, bought new freight cars, and converted from steam to diesel power. He acquired 28 former U.S. Army ambulance cars, at $16,500 each, and had them modernized, styled by Raymond Loewy. My first train at State Line was Monon 11, the *Tippecanoe* for Indianapolis, which appeared at 8:52 a.m. with 81-A, one of the road's 10 passenger F3's, and five cars.

At 9:21, Erie fast freight 74, with F3's 802A-B-D (formerly passenger units), a short 47-car consist, and caboose C-211, started a parade of eastbound hotshots. The train would fill out at Hammond yard with mostly perishable traffic delivered by the IHB. East of Marion, Ohio, the train usually ran in two sections, NE-74 (New England) via Maybrook, N.Y., to Boston and NY-74 to northern New Jersey.

Six minutes later at 9:27, Nickel Plate class S-2 2-8-4 Berkshire 750 crossed the Grand Calumet River with 16 cars, plus red caboose 1017 with its gray banner slogan "High Speed Service." Competing with the New York Central, this eastbound train had two labels, No. 46 and symbol OB-12. It would fill at Osborn in eastern Hammond with refrigerator cars to be interchanged to the Lackawanna or Lehigh Valley at Buffalo.

Robey Yard in Chicago, and Barr Yard in south suburban

Spring 1953

A Midwestern swing

Exemplifying the Midwestern flatlands seen by the author is the scene near Monee, Ill., where IC 4-8-2 2606 is southbound with CN-3. Wabash freight 82 and Monon's *Tippecanoe* were among the trains he saw at State Line Tower.

Riverdale, made up Baltimore & Ohio's trains in the Chicago terminal. Eastbounds had to cross 20 railroads at grade between Brighton Park in Chicago and Hammond. At 10:54 a.m., No. 92 showed up behind an A-B-A set of Alco cab units, 815A-815X-815. The consist had a high-class head end of 3 livestock cars and 23 reefers, plus 53 mixed freight cars and caboose C-2077.

Wabash 82, headed for the "Punkin Vine" line across northern Indiana, showed up at 12:25 p.m. with F7A's 1143-1143A handling 73 cars and caboose 2838. (As you can tell, I am a detailed note-taker. I began recording all data for my photos on December 9, 1939.) Wabash called its important freights "Red Balls," and this one went to Buffalo the hard way, via Montpelier, Ohio; Detroit, Mich.; a ferry to Windsor, Ontario, Canada; and St. Thomas. It was the last of five trains in a row I saw at State Line from different railroads.

At 1:59 p.m., a westbound Nickel Plate freight passed State Line with 31 mostly empty cars. The tender of 2-8-4 762 was sweaty for just a short distance up from the bottom, evidence it was getting low on water, but it was not far from its terminus at Calumet Yard. A couple of hours later, having walked to downtown Hammond, I went back to Chicago on Monon train 6, the *Thoroughbred* from Louisville, concluding a wonderful stay during which I saw 23 trains.

SUNDAY, MAY 31, was "Valpo day" for me. The earliest and fastest way to get to Valparaiso, Ind., by train was on Pennsylvania 52, the *Fort Pitt*, leaving Chicago Union Station at 8:30 a.m. While talking with the friendly engineer on the E-unit set of 5838-5796, I questioned him about the K4 class 4-6-2's, and he replied, "K4's always were a good engine." How about the T1's, I asked of the 4-4-4-4's. "The T's would run rings around them [K4's]. With 16 or 17 cars, they could outrun a 4500 h.p. diesel." My ride on 52 was fine, and we stopped at Valpo at 9:25 a.m. I took a taxi to the point west of town where the Grand Trunk Western tower controlled the "Fort Wayne Crossing" of the PRR, Nickel Plate, and GTW main lines. Eastbound hotshots on the PRR and NKP here would really run, and so would the GTW trains, running for "Valpo hill" on the Trunk's only single-

More State Line action included B&O 92 with A-B-A Alcos and NKP Berkshire 750 with a short 17-car train to be filled out at Osborn. Grand Trunk Western 492 sped toward Valparaiso's Fort Wayne Crossing behind a pair of F3's.

track stretch of its Chicago-Port Huron (Mich.) main line.

One of the fastest was GTW 492, which showed up at 11:31 a.m. with F3A's 9011 and 9020 and an all-loads consist of 3350 tons: a tank car, four livestock cars, and 63 perishables, plus caboose 78903. An oddity showed up at 4:04 p.m. on GTW 495. Not only did it have the normal pair of F3's, 9009 and 9006, but tucked in behind them was a surprise, U-3-b class 4-8-4 6320 ahead of 92 cars and caboose 77903.

GTW parent Canadian National bought five streamlined 4-8-4's in 1936 from Montreal, Nos. 6400-6404, and GTW itself bought six of similar design from Lima in 1938. They were the only fully streamlined engines on CN, and GTW U-4-b class 6405 would be the last such engine to run in the U.S. in regular service, in 1958. My return to Chicago was on GTW 17, the *Inter-City Limited* from Montreal and Toronto, behind that very engine, 6405. I saw 21 trains this day.

I WAS ALWAYS FASCINATED BY MAIL TRAINS. A solid mail train is rare, important, fast—and I photographed one the next morning, June 1, NYC No. 14 leaving Chicago's La Salle Street Station. One J-3 class 4-6-4 could handle this 11-car train, but on this day it had two Hudsons, J-3e 5442 and J-1 5418, probably to balance power elsewhere.

Of all the railroads I saw on this trip, the major road with the fewest sightings—only two—was the Soo Line. It was a surprise when, at 10:25 a.m., I spotted from the Roosevelt Road viaduct a Soo transfer move leaving B&O's Grand Central Station, which C&O and Soo shared, with three baggage cars behind Schenectady-built F-9 class 2-8-0 468.

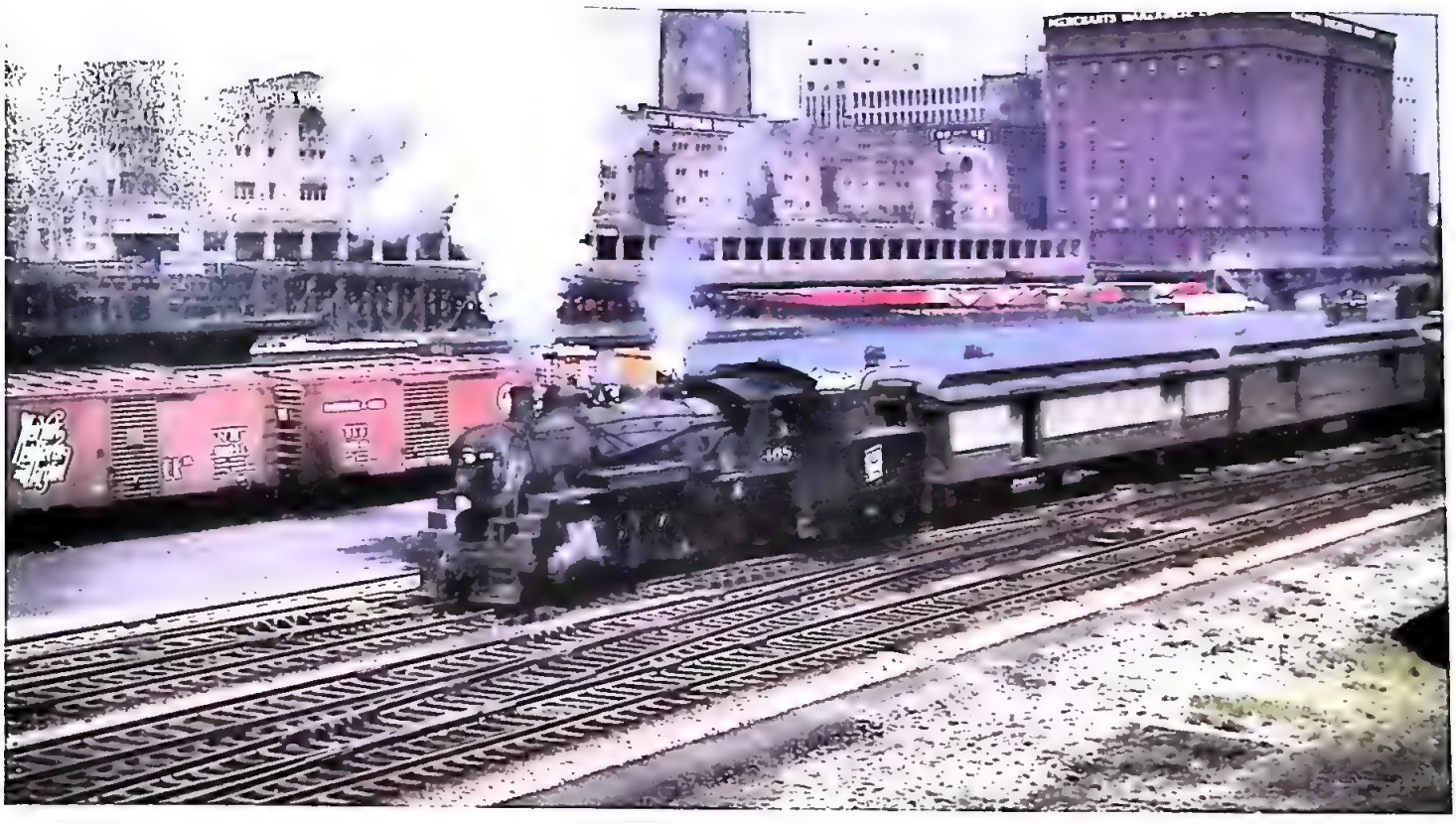
New York Central on February 14, 1927, at Schenectady had accepted the first 4-6-4, christened the Hudson type, and bought three series—J-1's, J-2's, and J-3's—until it had 275. It was one of those greyhounds, J-3a 5414, I photographed from Roosevelt Road as it left Chicago with no-name train 232 to Toledo, Ohio, at 11:39 a.m. The Hudson would have an easy job taking five mail and express cars, a combine, and coach eastward on the old Lake Shore route.

Milwaukee Road inaugurated its fast, streamlined *Hiawatha* between Chicago and the Twin Cities May 29, 1935, behind streamlined 4-4-2's. Subsequent *Hiawathas* debuted in fall 1937, with streamlined F7 class 4-6-4's 100-105 arriving in 1938. Later on, the trains were pulled by an E6 pair and an Alco DL109 duo, then by FM Erie-builts, and finally by EMD F units. On this June 1, 1953, I saw 11-car *Afternoon Hiawatha* 101 leaving Union Station at 1 p.m. for the Twin Cities behind a set of bright orange-and-maroon FP7's.

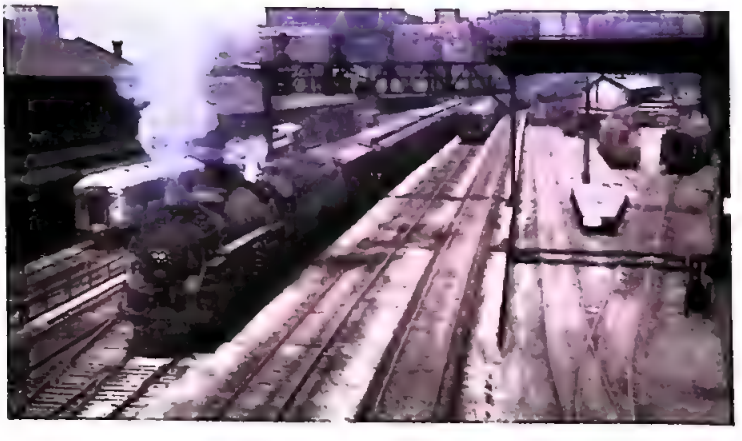
Railway Age magazine of September 9, 1944, advertised Milwaukee Road Alco 4-8-4 262 as one of a class of "locomotives that are making history." I took a suburban train out to Bensenville, Ill., where at 4 p.m., Milwaukee had several engines at the roundhouse, including S3 class 4-8-4 260, which I photographed. Who then could realize that sister engine 261 would survive to see service in the year 2000?

Another Milwaukee steamer, F6 class 4-6-4 6402, had made an unusual run, a secret test trip on July 20, 1931, on which it ran the 85 miles from Chicago to Milwaukee in 67.31 minutes, going as fast as 103.5 mph. Commuter service is often where steam engines went as they neared retirement, and in 1953 Milwaukee assigned 4-6-2's—my favorite engine type—or 4-6-4's to these trains. It was on a seven-car commuter run, train 229, that I photographed 6402's sister 125 at 5 p.m., near the Bensenville roundhouse. The 4-6-4's had been renumbered from 6400-6421 to 125-146 in 1939.

TUESDAY, JUNE 2ND, was my Illinois Central day. Most railroads generally run east and west, but the IC is mostly a north-south carrier. I began my day at 7:15 a.m., when 4-8-2 No. 2438, clean as a whistle, took me out of Central Station on train 37, bound for Kankakee 75 minutes later. In reality, the train was New York Central's *Indianapolis*



A Soo Line transfer behind 2-8-0 468 was a surprise. New York Central's no-name train 232 for Toledo would be no match for fast J-3a Hudson 5414.



Mail, for NYC's Big Four utilized IC trackage rights between Kankakee and Chicago. At Kankakee, the IC 4-8-2 would be exchanged for New York Central 4-6-4 5289, and the train would assume the number 414.

En route, I noticed a good spot at Monee, Ill., and so at 9:15 a.m., I took a Greyhound bus back north to the little town—a half-hour ride for 63 cents. My all-time favorite paint scheme was IC's passenger chocolate-and-orange, and the fourth train I shot that day was the *Daylight*, which went by at 11:11 a.m. behind matching E8's 4024 and 4020. Eight of the next nine trains were steam-powered, including No.

After riding behind 6405, the first of GTW's six streamlined U-4-b 4-8-4's, I photographed the last, 6410, leaving Dearborn Station with the *Maple Leaf*.

73, also symboled Dispatch CN-3, behind 4-8-2 2606 with 83 cars (many of them empty banana reefers) and caboose 9996, at 3:45 p.m. [page 38]. At 3:12 had come proof that IC also had freight diesels, as 72 (Dispatch NC-2) rolled by behind GP7's 8953 and 8954 with 69 cars and caboose 9817.

With no way to get back to Chicago from Monee by public transportation, I hitched a ride toward the city on Route 54, but I got picked up by a driver who had been imbibing liquor. His driving was erratic, so I requested to get out as soon as we came along IC's electrified suburban line, at Richton Park, and I caught an M.U. train back into the city.

BEFORE HEADING WEST on Wednesday, June 3, I took a morning walk from the downtown "Y" to La Salle Street Station, where I photographed a former streamlined NYC Hudson, 5454, departing at 9:32 with train 46, the *Interstate Express* for Boston. The consist was an RPO, combine, sleeper, lightweight sleeper-lounge, diner, and four coaches, three of them streamlined lightweights.

A brisk walk of 15 minutes got me to trackside at 14th Street, along the tracks leading out of Dearborn Station, just in time to photograph Grand Trunk Western 20, the *Maple Leaf*, gaining momentum behind streamlined Lima 4-8-4 6410 with a healthy 13-car consist bound for Port Huron, Mich., then through the tunnel under the St. Clair River to Sarnia, Ontario, Canada, and on to Toronto.

Next I went to Union Station to get my half-charge ticket to ride CB&Q 19, the *Coloradoan*, due out at 11 a.m. Our consist for the 162-mile, non-stop, 2-hour 28-minute ride to Galesburg was E7A 9930B and E5B 9911B (named *Silver Mate*) with 12 cars: 8 head-end, 2 chair, a diner-parlor, and business car *Burlington* on the rear. At Galesburg, I checked my luggage in the station and walked east to a nice spot where the Santa Fe main line goes under the Burlington's. Here, a little over an hour after I'd arrived in Galesburg, I photographed No. 11 rolling into town. This train looked like someone had shot a silver bullet out of Chicago—an all stainless-steel domeliner consist behind 9962 C-B-A, one of the three F3 A-B-A sets CB&Q bought for the *California Zephyr*. At Galesburg, the train would be split, with the first six cars making up the *Kansas City Zephyr* and the rear six cars continuing to Lincoln as the *Nebraska Zephyr*.

Both roads were dormant for a half hour, until a westbound Santa Fe freight appeared at 3:37 p.m., with 113, an A-B-B set of FT's, hauling 127 cars, mostly empty gons and Santa Fe boxcars, ahead of caboose 1863 (which Santa Fe, Burlington, and C&NW called waycars, an unusual word for us Easterners). The FT's were in the original scheme with the small nose emblem. Only six minutes later CB&Q freight 67A showed up, also behind FT's, a four-unit set numbered 106 A-B-C-D, which, with the yellow reefers, looked colorful against the blue sky and green ground cover. This was one of my favorite photos of the trip. The train had picked up cars at Congress Park and Eola yards, and arrived with 62 loads, 63 empties, and 4992 tons, with waycar 13793. Note the water in the ditch, where I was startled by a small snake!

From Galesburg I went north on CB&Q's nameless train 47, a run from St. Louis that joined with the Chicago-Minneapolis *Black Hawk* (also train 47!) at Savanna, Ill. It was a real slow ride, out of Galesburg at 6:05 p.m. via Rock Island, where we picked up a sleeper for Minneapolis, and into Clinton, Iowa, at 11:15 p.m.—5 hours and 10 minutes for only 93 miles! All hotels were booked, but I was lucky, getting the room of a couple away on their honeymoon.

YELLOW WAS THE COLOR OF THE DAY at Clinton—Kodak film boxes, canaries, taxis, school buses, bananas, mums, lemons, C&NW diesels, UP passenger cars, and a cowardly photographer. Unknown to us all, Union Pacific was two years away from moving its Omaha-Chicago passenger trains from Chicago & North Western to the Mil-

CB&Q and Santa Fe presented FT's in Galesburg. C&NW's *City of Portland* clears Clinton, and later in the day, an old Milwaukee 0-6-0 works in town.

waukee Road. At 9:10 a.m., I photographed C&NW train 106, the *City of Portland*, coming by the tower guarding the Milwaukee Road crossing and heading for the Mississippi River bridge behind E7 5015A and E8 5022A.

C&NW named many of its important freights. Some of the east-west trains were the *Calumet*, *Roundup*, *Dispatch*, *Rocket*, and *Hawkeye*. At 12:19 p.m., mixed merchandiser 254, nicknamed the "Madam X," was about to finish crossing the Mississippi into East Clinton, Ill., behind F7's 4084A-4083B-4093C with 123 loads and only 17 empties totaling 8073 tons, when I photographed it [see cover]. To climb up to the East Clinton tower, I had to go down a bank from the tracks, and as I was doing so, I suddenly jumped as I saw a big snake chasing me. I looped over the highway wires and ran as fast as a cheetah for what seemed like a half mile to get way. It was the worst scare of my life, worse than any during my Army years. I went back to the tower on a different route and told the operator about it. He said it was a river snake. "Yeah," echoed a signal maintainer, "It was a snake all right, a deadly cottonmouth."

Some fans, including me, don't like small engines, but they do have a purpose, including going into buildings with sharp turns. Milwaukee Road's class I5a 0-6-0 1522, home-built by the railroad at Milwaukee in 1913, was a real vintage engine doing some heavy switching when I photographed her at 4:30 p.m. She was only a year away from retirement.

The next morning, I headed out to see the early action in Clinton. I saw the *City of Denver*; C&NW 4-8-4 3027 coming in from the west; Milwaukee time freight 65 with EMD FT's 37 A-B-C-D; Milwaukee's Morrell meat train from Kansas City with 2-8-2 412; and a C&NW express special (was it all cherries?) behind 4-8-4 3013. At 7:22 a.m., I boarded CB&Q 48 for the 4-hour return to Galesburg, arriving at 10:30, and three hours later, at 1:45 p.m., I was back aboard the *Coloradoan* again. The train had E7A's 9934A and 9924B with 14 mail and express cars, two coaches, and a parlor-diner. After the 334-mile ride to Omaha, we arrived at 8:35 p.m. It was the first time this trip that I didn't take a single photo all day.

Chicago & North Western bought nine streamlined 4-6-4's from Alco in 1938, given class E-4 and numbered 4001-4009. They were oil-burners with 79-inch drivers and six-wheel-trucked tenders. They were large engines, restricted from running to the Twin Cities, and to me, were somewhat rare to see. But I was able to photograph one in Omaha the next morning, June 6, between Union Station and the Missouri River bridge as No. 4004 arrived with train 23, the *Gold Coast*, with an 11-car consist (all heavyweights, with two head-end cars). Scheduled to leave Chicago at 10:30 p.m. and arrive Omaha at 9:45 a.m., it came in 40 minutes late. My train photo was severely backlit, but I got a better (to me) view of 4004 as it backed out of the depot at 10:45. It would go east on train 6 later that day.

As I said, I've always been fascinated by all-mail trains, and several came into Chicago from the east, mostly on the Pennsylvania and New York Central. Some connecting mail

trains running west from Chicago included C&NW 5, CB&Q 5, Santa Fe 7, and Milwaukee 57. UP had one too, train 5, which went to Ogden, Utah. Although it was listed in the *Official Guide*, the train carried "only one coach for passengers; no diner." It got most of its cars off C&NW and CB&Q at Council Bluffs Transfer across the river in Iowa. I'd always wanted to ride such a train, so I boarded 5 at Omaha. But first, I photographed it. As C&NW 4004 backed toward the river bridge, I shot 5 arriving behind an A-B-B set of E8's with the 930 leading, displaying the train number in the number board per UP practice. The consist was 18 mail and express cars (most bound for northern California) and the promised single reclining-seat coach. The short ride to Fremont was fast, and I remember the flagman saying, "The engineer really has his foot on the carburetor today."

I hoped for a lot of action at Fremont, and I got it. First, at 11:57 a.m., was the *Gold Coast* again, now UP 23, with 16 cars behind E units 987-944B-929. At 1:13 p.m. came 4-8-4 813 with a 69-car westbound extra, followed at 1:37 by 4-12-2 9035 on another extra west, which drifted into town with 74 cars and stopped to take water, then departed with that unique offbeat three-cylinder sound. UP had 88 of the three-cylinder 4-12-2's, built by Alco during 1926-30.

C&NW streamlined 4-6-4 4004 backs toward the river as UP 5 arrives in Omaha. A 69-car UP extra behind F's was the only diesel freight seen at Fremont.

Another 4-12-2, the 9087, rolled through on an extra east at 2 p.m., with 76 cars, including 24 stock. Forty-one minutes later came the only diesel-powered freight during my visit, with F3 1403 and F7's 1466A and 1475 on a 69-car extra west. At 3:10, 4-8-4 816 rolled through on Second No. 5, with 28 mail cars and a rider coach. Fifteen minutes later came sister 837 on a 56-car westbound extra freight, and 10 minutes behind it was the fastest train of my visit, another extra west with 53 cars behind 4-8-4 833. Almost an hour later, at 4:33, the east local arrived behind 2-8-2 2486, setting out all his 52 grain cars. Finally, at 5:16, came mail train No. 6, with E units 995-925B-943B and 16 mail cars plus the rider coach. I boarded it for the return to Omaha, having seen 10 trains in 6½ hours.

MY NEXT RIDE was on North Western train 202, the *Nightingale*, which carried coaches, a café-lounge, and two sleepers. It left Omaha at 9:45 p.m., and arrived in St. Paul, Minn., at 8:35 a.m., before proceeding on over to Minneapolis. As soon as the train stopped at St. Paul Union Depot, I detrained but stayed on the ground to see as many trains as possible. My hope of photographing Great Northern's train 27, the *Fast Mail*, was realized when it left at 9:40 a.m. behind F7 362A and F3's 362B and 353C with seven mail cars, a coach, and eight more mail cars.

The weather was overcast and rainy, so this was my only decent photo of the day, but I saw some action, including Soo Line 4-6-2 2710; a Rock Island freight with three diesels; Northern Pacific train 1, the *Mainstreeter*, with F7's 6512 A-B-C; and nameless Burlington local 45 behind E7 9921B.

My only decent photo of June 7 was of a train I'd hoped to get—Great Northern 27, the *Fast Mail*, leaving St. Paul Union Depot behind a trio of F units.

C&NW's big, dirty 4-8-4 3029 leaves Chicago for Omaha. A C&NW 0-6-0 transfers a transcontinental sleeper. Milwaukee 4-6-4 135 with a suburban train at the A-2 Western Avenue tower was the last slide of my Midwest vacation.

Since it was rainy, I decided to take some short rides. I went to Hastings, Minn., on Milwaukee 58 behind Fairbanks-Morse units, and saw an eastbound freight behind three-unit FM C-Line diesel 26, plus a westbound with 123 cars behind 4-8-4 212. I rode Milwaukee 55 back through St. Paul to Minneapolis, and then took CB&Q 24, the *Afternoon Zephyr*, back to St. Paul for 27 cents! I went back to Minneapolis on Great Northern's *Red River*, changed depots, and rode Milwaukee 56, the overnight *Fast Mail*, to Chicago.

Monday, June 8, was my last day in the Midwest. I walked from Union Station to North Western Station, where I saw 4-8-4 3029. North Western's 36 H-class 4-8-4's were monsters, with only three groups heavier: Santa Fe's 2900's, Western Maryland's J-1's, and Northern Pacific's A-5's. Twenty-four of C&NW's were rebuilt to H-1's with new engine bed castings, multiple bearing guides, lighter nickel steel driving rods, and new superheaters. The very dirty 3029 left at 9:18 a.m. with eight-car train 13, a nameless local for Omaha.

I walked over to La Salle Street Station, where I was delighted to see a solid mail train, NYC 14, leave at 10:20, with 4-6-4 5416 and 12 cars including two RPO's and a combine rider car. The mail cars came from Los Angeles and Seattle as well as Chicago. I then walked to Union Station and rode a Milwaukee suburban train up to Techny, near Glenview, where at 1:23 p.m., I photographed orange-and-maroon train 101, the *Afternoon Hiawatha*, just getting into its 6-hour, 4-minute journey to Minneapolis, speeding under the C&NW bridge with 14 cars behind FP7's 103C and 93A. I rode back into the city, detraining at Western Avenue, where I shot a C&NW transfer run, with 0-6-0 2624 towing UP 10&6 sleeper *Pacific Hills* and a waycar toward North Western Station. The sleeper was the transcontinental car for the West Coast, off NYC or possibly B&O. I finished my photography at 4:24 p.m. with Milwaukee F6e class 4-6-4 135 passing the A-2 Western Avenue tower with a nine-car commuter train for Bensenville and Elgin. That evening, I boarded Erie's *Atlantic Express* for the long trip home. ■

ROBERT R. MALINOSKI, 76, lives in Camp Hill, Pa. He is the author of The 1950's: A Golden Decade of Trains, *published by Morning Sun Books in 1991. Some photos in this article were also published in a section of the book on this vacation.*

Before there were

J. DAVID INGLES

On finding your own opportunities to play train in 1-to-1 scale

By J. David Ingles

TOURIST RAILROADS—little lines devoted to entertaining visitors—are not new. Perhaps the most famous one in the U.S. is the 4½-mile Strasburg Rail Road in Pennsylvania. A short line that dated from 1832, it was rescued from abandonment in 1958 by a group led by Henry K. Long of Lancaster, who perceived that the line could continue to exist almost solely for recreational purposes. The rest, as they say, is history. Set smack amid the "Pennsylvania Dutch" tourist country, today's Strasburg prospers, and railfans now also enjoy the adjacent state-owned Railroad Museum of Pennsylvania. Predating the Strasburg's tourist activities are other attractions including the former Rio Grande 3-foot-gauge Silverton line in Colorado and the old 2-foot-gauge Edaville Railroad in Massachusetts. Less famous are the

ered tourist train three of us happened upon during an August 1962 foray to check out diesel short lines in the region.

Generally, though, before there were tourist lines, inventive fans who wanted to play train in 1-to-1 scale had to invent their own temporary versions. Again, this phenomenon is not new, dating at least to the acknowledged first organized railfan trip, the Railroad Enthusiasts' August 24, 1934, outing on the Hoosac Tunnel & Wilmington in western Massachusetts and southern Vermont.

Through the interest of my dad, a lifelong railroader, railfan, live-steamer, and O-scale modeler, I was treated as a kid to several chances of "renting a short line for a day." This is the story of three: Illinois Midland; Indiana's Louisville, New Albany & Corydon; and Michigan's East Jordan & Southern.

tourist lines

Now, the Illinois Midland was a true *short* line—only 2 miles, running from Newark, Ill., north to Millington and a connection with the Burlington's Fox River valley branch that linked Aurora and Streator. The Midland was the property of the Newark Farmers Grain co-op, and existed pretty much just to empty its elevator. IM's sole piece of rolling stock was 0-4-0T No. 4, a 1923 Vulcan saddle-tanker. IM's light rails followed an uncertain path a bit downhill along a stream out of Newark, and halfway to Millington, encountered a fence gate to be opened at the only grade crossing on the line other than one adjacent to the single-stall engine shed in Newark.

The mini-pike had gained a spot of fame with a full page of coverage in June 1950 TRAINS, in which IM's Will Thorsen had profiled the little line and sent in three photos. In the two-paragraph writeup, Thorsen described himself as IM's "master mechanic, section foreman, dispatcher, conductor, engineer, fireman, and brakeman." Oh yes, he was a TRAINS subscriber, too. The title was "Not Listed in the Official Guide," but that wasn't always true—my June 1941 *Official Guide* reprint dutifully lists Illinois Midland on page 1182.

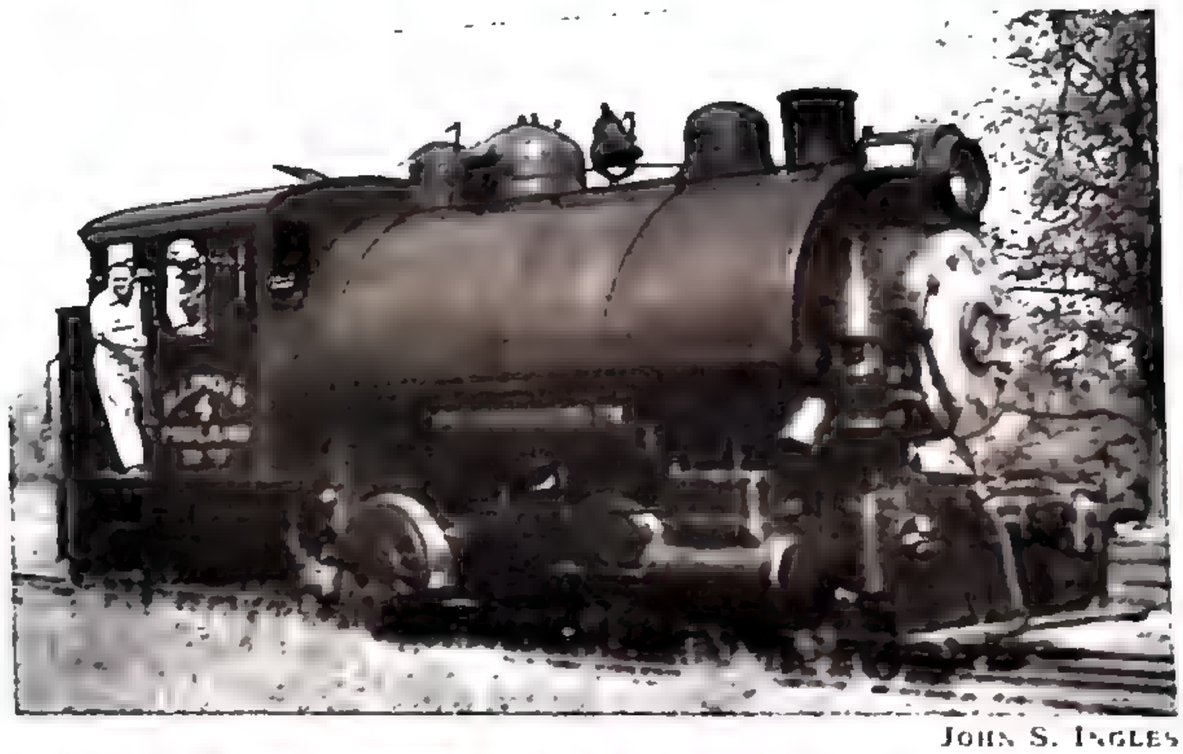
Dad and his buddies from the Chicago Chapter of the Railway & Locomotive Historical Society had already discovered the outfit, though. The deal was, if a small group wanted to come out and play train on a given Saturday, you'd call Thorsen and he'd hold back a boxcar or two and not make the Friday run to the Q. The price: a case of beer. The reason: Newark and environs were "dry."

Heck, in the late '40's, Newark, a burg of 500 or so, wasn't even on a paved road. We'd take the Lincoln Highway from our south suburban home over to Joliet, then U.S. 52 out to Illinois 47 and go north a couple of miles where a sign with an arrow pointing left said "Newark, 7 miles." For decades that trek on a gravel road was my mental measuring stick of what "7 miles" meant. Later, I remember the concrete slab of what would be Illinois 71 being laid around Newark's outskirts. Our segment on Illinois 47 was along the right of way of an obscure interurban pointed out to me by Dad, who's also a traction fan. It was the 20-mile Fox & Illinois Union, abandoned in 1938, and the last time I was in the area, in the early '90's, its right of way was still evident in spots.

One carload (as in automobile) was about all the "passengers" Illinois Midland could handle, because if you wanted to ride, it had to be on the engine. Those were the first cab rides that I remember. I was too young to run No. 4 (everyone else ran or fired, while Thorsen watched), but I did blow the little saddle-tanker's whistle. I rode the Midland on three or four of these outings, but ironically now, in this rare-mileage era, I never indulged in a Burlington steam fantrip that covered the Fox River line through Millington to Ottawa.

The Midland made the "Where to Find Steam This Summer" list in William S. Young's "Short Lines" column in July 1958 TRAINS (the only Prairie State entry), but in July 1959 the little pike bought a rare hand-me-down diesel from the Q, No. 9120, a huge 60-ton Whitcomb center-cab built in 1932. I dropped by Newark in July 1962 to see that bird, but

WILL THORSEN

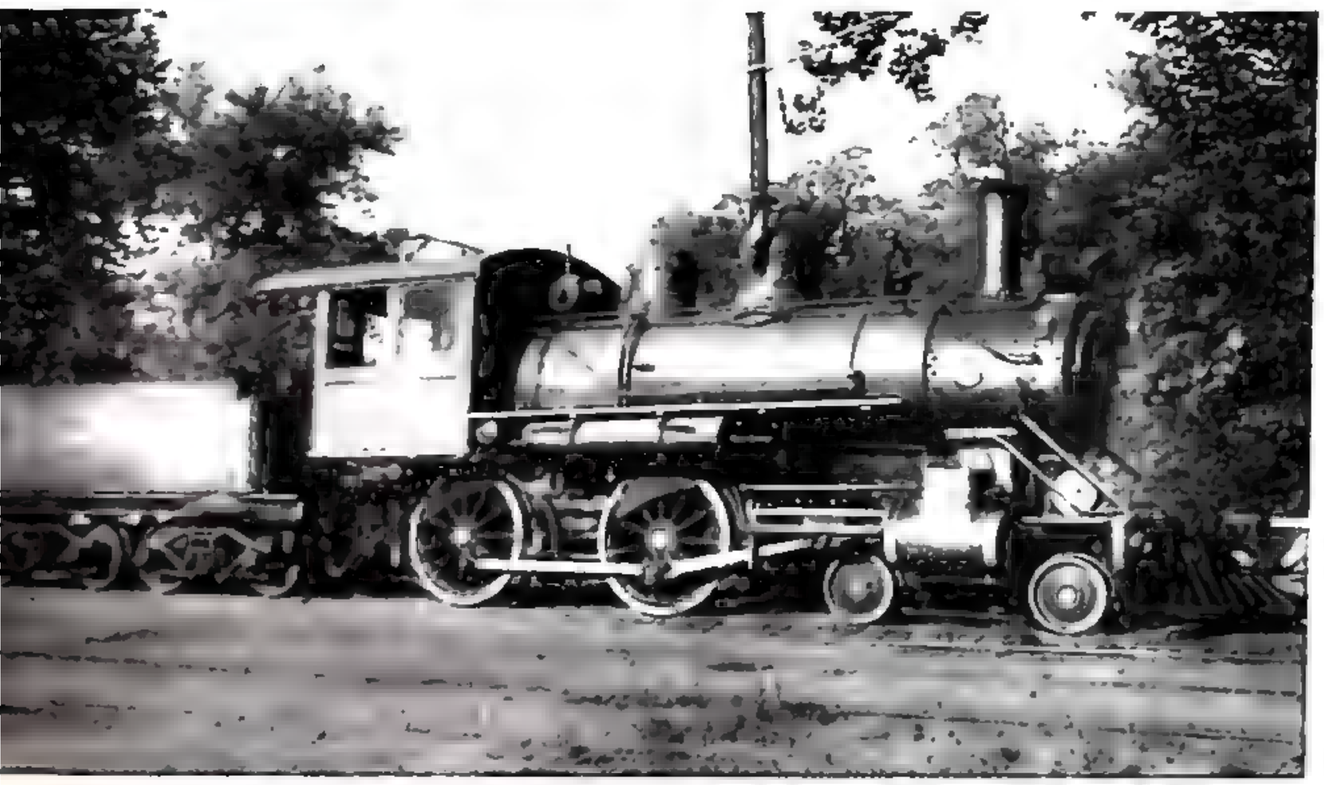

JOHN S. INGLES

JOHN S. INGLES

"Coaling the hard way" is what Illinois Midland's Will Thorsen captioned the top photo, which ran in June 1950 TRAINS and was apparently taken by a colleague. Dad's friend Art Jenkisson plays fireman as Thorsen poses at the throttle of a shiny No. 4 on September 28, 1946. IM's "section crew" has swollen mightily in this portrait the same day outside the engine shed. From

J. A. LINDEMANN

Corydon's 4-4-0 No. 9 readies for departure for the Southern interchange on October 17, 1945. Five years later, the author and his family would ride on caboose 1942. On September 5, 1938, the 1920 Porter was all spit and polish in Southern's Sylvan green when photographed by "Doc" Yungmeyer, one of the Chicago R&LHS gang who introduced the line to the author's dad.



D. W. YUNGMEYER

1960's or early '70's. But when my wife, Carol, and I went through Newark for old time's sake, in 1981, lo, the engine shed still stood, serving as an all-weather "cover" for a propane tank for the elevator. But you couldn't tell where Illinois Midland's track had crossed the blacktop next door.

THE 7.7-MILE LOUISVILLE, NEW ALBANY & CORYDON, which dated from the 1880's but never served either of the first two cities, still connects Corydon, Indiana's first capital and today a county seat of 2700, with what used to be Southern's Louisville-St. Louis line (now NS). Dad and his R&LHS and live-steam friends had already been there several times on weekend outings when our family stopped by in 1950 during a weeklong southern Indiana vacation.

Etched in my memory from that trip are hiking in Clifty Falls State Park, and watching a Pennsy steamer carefully descend—tender first—the Madison Incline on what Dad impressed on me was the steepest railroad in the U.S. But topping those is our ride on "the Corydon's" caboose. Bill Buchanan, the line's longtime general manager, was a gracious host. I was 9, my sister Janis 5, and the four of us all rode to Corydon Junction (New Salisbury on the map) and back.

noted for city trackage in Corydon that forded a stream on rocks devoid of any bridge or trestle structure.

Dieselization in 1951 in the form of a brand-new, green 45-tonner from GE named "Betty-Sue" doomed the 4-4-0's (No. 9 went to the Ferdinand to replace its 4-4-0), and the Corydon soldiered on as a marginally profitable freight short line. It later attracted industries, big corporate owners, and by the late '70's fielded a fleet of more than 600 interchange boxcars whose LNAC initials have been seen nationwide.

Ironically, LNA&C is in the tourist business today, but the reconditioned RDC's on the "Corydon Scenic" can't compare to a caboose cupola behind a 4-4-0 a half century ago!

LIKE A STAR FLARING just before extinguishing, the little East Jordan & Southern in northern Lower Michigan went out in a blaze of railfan adulation in 1961. In "Crossing over Jordan" in January 1962 TRAINS, friend Jerry A. Pinkepank penned a three-page, illustrated eulogy to the little pike, but the tale was written as we—and the EJ&S—were having a mutual final fling. I was no longer a kid, and the invading railfan parties had grown to busload size, but the principle of "renting a short line for a day" remained.

Descended from 19th-century logging lines but a common carrier only since 1901, EJ&S grew to 30 miles during the 1920's but then withered by a third. It had ICC approval to abandon once, in 1932, but didn't act on it. In post-World War II times, it was kept in business by a foundry and cannery in East Jordan. It dropped passenger service in 1945.

Fellow members of the Michigan Railroad Club, a longtime independent group, had discovered EJ&S before we moved to the Detroit area in 1956, but the road apparently never made TRAINS until a "Short Lines" column squib in January 1957. Wrote columnist Young: "Michigan's some-

tage combine, and regularly uses a Plymouth gas locomotive on its triweekly freight, but occasionally orders out a dainty little Pittsburgh-built Mogul, No. 6." He did not mention the EJ&S flatcar with a garish red-white-and-blue superstructure labeled "East Jordan Swan City Express," which MRC excursionists usually preferred to leave inside the house.

Just like the Illinois Midland a decade and more before, all EJ&S required was an advance phone call, and the Friday freight behind orange-striped 175 h.p. Plymouth four-wheeler ML-1 (*M*otor *L*ocomotive) would be postponed a day. In its place, 58½-ton Mogul No. 6 would be fired up for the run to the Chesapeake & Ohio interchange in Bellaire. (Unlike with IM, payment for the charter would be made to EJ&S in real dollars.) Whether by car or by chartered bus (we did both), the fans would descend on East Jordan on Saturday morning. After No. 6 backed out of the four-stall enginehouse and through the three-way stub switch, it would fetch out green combine No. 2, a gem some fans placed on a higher pedestal than the Mogul.

The slightly bowed car boasted a brass builder's plate in its floor: "Chicago & Grand Trunk, Fort Gratiot Car Shops, rebuilt 1889" (the shops were in Port Huron). Around the wye and uptown to the depot/office building we'd go for the finishing touch—furnishing the combine. The car, you see, was devoid of any seats, so the drill was to go in the offices and fetch every last desk chair, folding chair, and anything else portable to sit on, and load 'em up on No. 2.

Then we'd pick up the freight cars, arrange the train, perhaps weigh a car, and off we'd go down the 60-lb. rail to Bellaire, reached in mid-day after photo runbys at such spots as the Jordan River bridge and Deer Creek trestle. On hot summer days we'd stop at the little store at a grade crossing about halfway down the line and relieve it of a few cases of pop. At Bellaire, after turning south on the wye and backing up to park across from the C&O depot (its train board still read "Pere Marquette"), we'd adjourn uptown for lunch, making sure to be back in time to photograph C&O 25 for Petoskey when its E7 would stop abreast of No. 6. On one Saturday, my late friend H. G. "Hank" Goerke, who'd had to work the day before in Detroit, became the last interline passenger at Bellaire as he stepped off 25's single coach to join our party.

Our EJ&S farewell outing took place on August 12, 1961, complete with the "Swan City Express" car. The line shut down at the end of that month. Several carloads of us didn't linger to say good-bye, though, for we were due in Chicago the next morning for a Grand Trunk Western steam trip!

Following EJ&S's abandonment, No. 6 was left in place, and is still displayed on its old right of way on the shore of Lake Charlevoix. Combine 2 was bought by Mack Lowry and wound up at Wisconsin's Mid-Continent Railway Museum, surely in keeping with MCRM's turn-of-the-century branch-line theme. The car, which subsequently was determined to have been built as Grand Trunk 112 by Osgood Bradley Co. back in November 1864, starred on MC's first trains at its North Freedom site in 1963, and now is kept safely indoors.

Mid-Continent dates from 1959, and like many other similar efforts nationwide, does a fine job today, with scores of volunteers replicating full-time in summer what Dad and his generation would do, one day at a time, a half century ago, before there were tourist lines. ■

East Jordan's combine needed to be furnished for each outing, but it made a fine punctuation mark for the dozen or so photo runbys on each excursion.

TWO PHOTOS: J. DAVID INGLES

1305

GORDON•ROTH'S Big engines

Majestic articulated locomotives were favorites of this New Jersey photographer

By John Gruber • Photos by Gordon Roth

GORDON R. ROTH's photographs of articulated steam locomotives in the 1940's and '50's are as impressive as the magnificent machines themselves.

"I concentrated on articulated motive power. I am very mechanically inclined; I liked all the plumbing and pipes," says Roth, 73, of Union, N.J. Starting about 1942, he built up a collection of 1000 to 1500 large-format negatives.

To get his majestic action photographs, Roth traveled to the Baltimore & Ohio, Virginian, Norfolk & Western, Chesapeake & Ohio, Delaware & Hudson, and Denver & Rio Grande Western. All had stables of articulateds—long, powerful locomotives with big boilers and two sets of cylinders.

Take the centerspread of the May 1950 issue of TRAINS magazine, for example. It shows his carefully composed views of B&O (ex-Buffalo, Rochester & Pittsburgh) Mallets pulling and pushing 105 cars through Lewis Run, Pa. The 2-6-6-2's throw up gigantic plumes of smoke and steam as they struggle up the hill. To get these shots,

In 1953, two C&O 2-6-6-2's leave the Island Creek Coal Co. at Scarlet, W.Va., with coal bound for Peach Creek, W.Va., and, ultimately, Newport News, Va. The four-year-old Mallets were among the last steamers Baldwin built for U.S. use. A May 2000 portrait shows Gordon Roth at the Whippany (N.J.) Railroad Museum with his cameras and panoramic photos.

Roth consulted U.S. Geological Survey topographic maps as he carefully planned his route.

Sometimes the chase was fairly routine, as on the former BR&P line. In 1949, Roth drove a 1934 Plymouth he bought from his father. "We just chased ahead of the train. They put the second engine on the rear at Bradford, Pa. About 5 or 6 miles south, the grade really got steep. We were stationed half a train length north. They had a pretty good roll on. It had been on flat land, then they really opened it up for that grade. We got the train two to four times with different kinds of smoke in crisp light."

At other times, there were surprises, even when the route was shown on USGS maps. "On the B&O main line [in West Virginia], we decided we wanted to follow the tracks from Terra Alta [the top of Cranberry grade] back to M&K Junction at Rowlesburg, where they put they pushers on. It was a terrible dirt road. A mile down the road, in the most inaccessible place you could imagine, a couple of guys walked out of woods with guns. They could have been revenuers, [for] they didn't bother us at all when they saw the New Jersey license on our car. We asked about the road, and they said it was going to get very rough a mile or so ahead, so we backed up half a mile to turn around."

While Roth went out of his way to get to the railroads that operated articulated locomotives, he liked other steam power as well, turning his lens to local roads such as the Pennsylvania, Erie, and Lehigh & New England. Outside the Northeast, he caught steam on the likes of Canadian National and Georgia's Gainesville Midland.

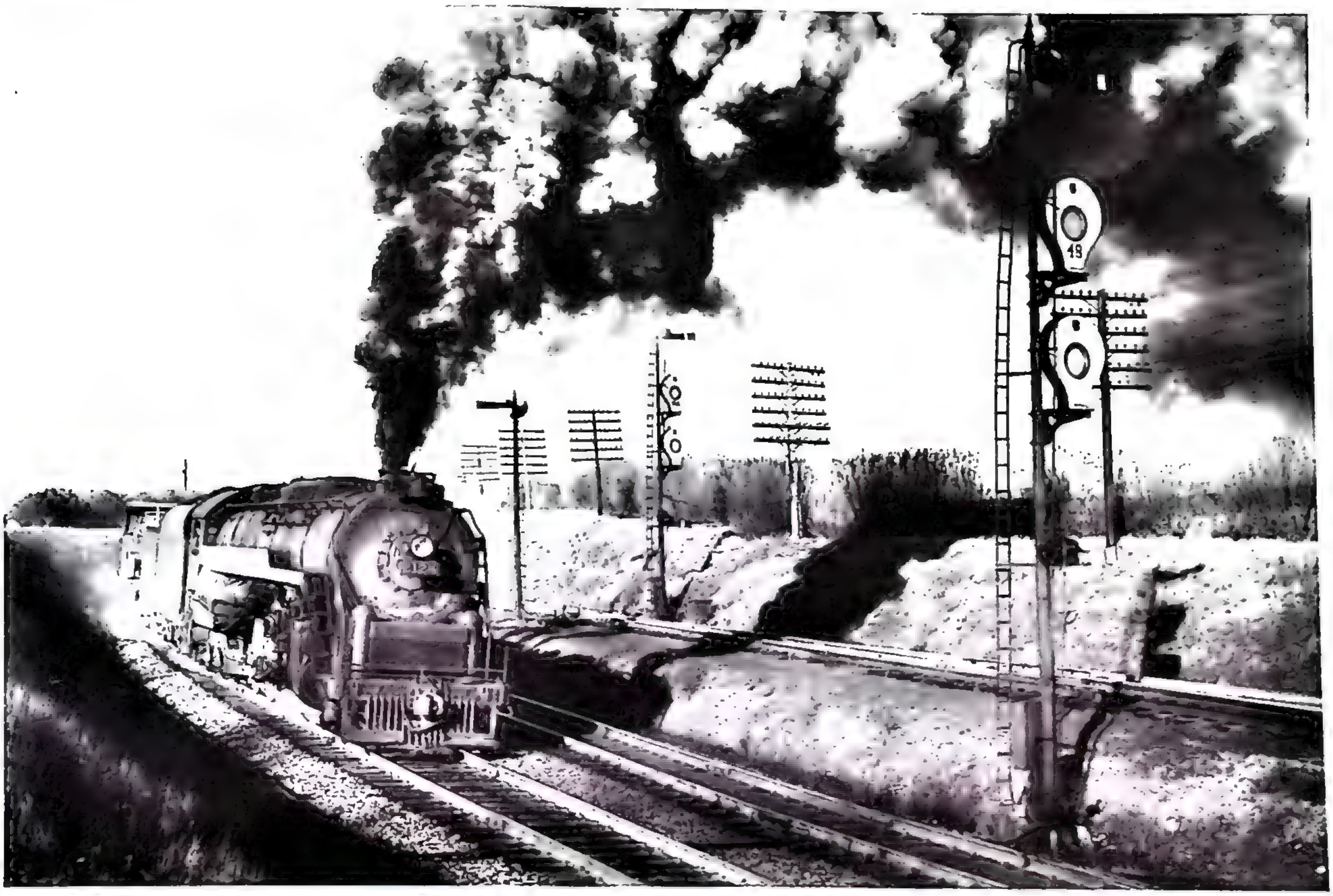
"I always liked a nice clean sweep [of the train," he says. "I carried an a[luminum ladder for slightly higher ele[vation. If there was a 1- or 2-inch tr[branch along the right of way, [would chop it down—railroads we[doing that by themselves anyway, [fire protection."

In the late 1940's and 1950's, Ro[often traveled with Bob Malinoski [s[page 38], Bob Collins, and Don Furl[who died in 1994. Together, they m[up with Bill Price on the B&O. Ro[admired Furler's photographs in ear[issues of TRAINS, which sparked h[interest in rail photography.

When steam was gone from t[main lines, Roth traveled to find [Beginning in 1951, he made seven tri[to Colorado while steam was still [regular service on the Rio Grande m[

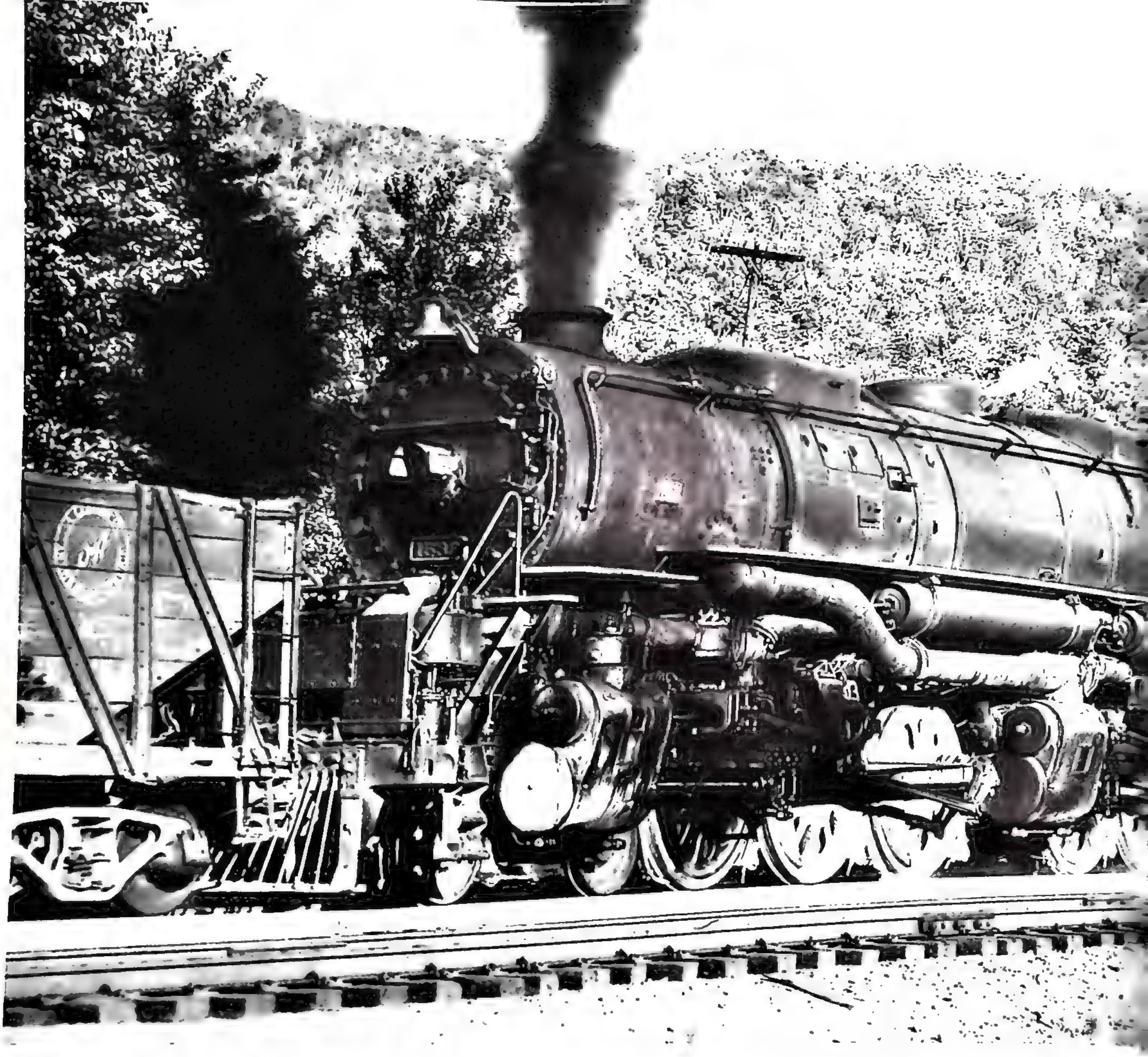
In a photo that appeared in the May 1950 issue of TRAINS, B&O 2-6-6-2 No. 7521 whistles for a grade crossing near Lewis Run, Pa., on the former Buffalo, Rochester & Pittsburgh. Unseen, a sister Mallet is pushing on the rear of the southbound train.

Reading Company 4-8-4 No. 2124, soon to become famous as an Iron Horse Ramble fantrip engine, moves a westbound freight past banjo and semaphore signals at Emmaus Junction, just west of Allentown, Pa. The line at right is RDG's Perkiomen Branch.



A multiple-flash night action shot from the early 1960's captures Denver & Rio Grande Western narrow-gauge 2-8-2's 488 and 480 starting a westbound train after a stop for coal. The location is Monero, N.Mex., between Chama and Durango, Colo.

Thanks to its use of Shays into the 1960's, the Twin Seams Mining Co. of Kellerman, Ala., was a favorite of steam fans. Acquired from a West Virginia logging line in 1958, three-trucker No. 5 sports a bucket on the pilot beam for manual track sanding.



row gauge. He went to Mexico twice and Europe once, and also to Guatemala and El Salvador. He also photographed U.S. steam in fantrip service in the 1960's. What about the motive power that replaced steam? "Diesels are sorta off my list," Roth says, expressing a sentiment shared by many photographers of his era.

Victor Hand, another accomplished rail photographer, met Roth in the early 1960's. "He taught me everything I know about photography," Hand says. "We made a few trips to the narrow gauge in Colorado. Driving out there, he talked photography. I was like a sponge. He's an absolute perfectionist in technique. If I ever had a technical question, he was the first person I called."

Roth's photography career began early. In high school, working for a group of New Jersey newspapers, he used a 2¼x3¼ Speed Graphic. During his 1944-46 hitch in the Navy, he spent time in Shanghai, China, on a repair ship doing industrial damage photography. After discharge, he went to night school and finished high school.

Most influential, perhaps, were his classes in New York City with pictorial photographer Adolph Fassbender, one of the country's leading pictorialists in the 1930's and '40's. Roth took private lessons once a week for six months, and attended Fassbender's lectures at the Brooklyn YMCA. "The pictorial photography instruction gave me a good sense of composition, of proper balance. I used the ideas in railroad pictures."

Roth went on to attend the Rochester Institute of Technology in Rochester, N.Y., where Don Jardine, former photographer for Lima Locomotive Works, was an instructor in industrial photography. After graduation from RIT in 1950, Roth went to work for Eastman Kodak's photo illustration division in Rochester. "Doing advertising photography for Eastman Kodak was very, very informative," Roth says. "I couldn't afford not to take the job. I had enrolled in the Art Center in California, but I decided I couldn't pass up the Kodak opportunity."

After five years, he returned to New Jersey, and worked for a large advertising photographic studio for about four years.

In 1946, he purchased a 4x5 Speed Graphic, then a very popular camera for which professionals got priority for purchase. "I was finally able to acquire a used a 5x7 Speed Graphic in excellent condition for action and engine

continued on page 58

Forest City, Pa., reverberates to the passage of three pushers on a northbound Delaware & Hudson coal train heading for Arara Summit. Challengers 1532 and 1525 are aided by a Consolidation, which will be cut off or tie fly a little farther up the hill.

Central Railroad of New Jersey 2-8-2 No. 864 rolls a freight west ward on the Lehigh & Hudson River Railroad at Craigville, N.Y., in about 1942. The 1922 Brooks is essentially a Mikado design with the wide firebox favored by the anthracite roads.

continued from page 54

pictures in 1947," Roth says. "I also used an 8x10 Century Universal View Camera for engine views, the same type of camera used by Jardine at Lima. I also used a 5x7 Auto Graflex. Films were Eastman Kodak Super Panchro Press Type B, Ansco Super Hipan, and Ilford HP3 and HP S. None are available today."

The large film holders required special handling. To accommodate them, Roth had his mother make a special coat, like a work jacket or engineer's jacket. "I had her sew big pockets on the inside and outside. I could put three or four film holders in each pocket, including 8x10 holders. It was better than carrying a shoulder bag. I could reach in, grab a holder, and put a holder right back in the coat."

Today, at Northland Photo Labs in Woodbridge, N.J., Roth is doing large group photography with Circkut panoramic cameras, taking color and black-and-white photos of school groups on 10-inch by 6-foot film and banquets on 12x20-inch film. "I did many banquets in large hotels in New York in rooms as large as 280 feet long by 80 feet wide with about 20 bulbs. We used a 12x20 camera for black-and-white, an 8x10 for color, doing both with only one flash," he says. His photo lab does panoramic prints for other photographers.

Because of his interest in steam mechanics, Roth has been building a live-steam model of a Reading Camelback 0-4-0 for six years. He has two metal lathes, a milling machine, three welders, metals shears, and a couple of drill presses in the basement. He has taken pictures, measuring 10 inches by 4 feet, at the live-steam club, but, unfortunately, steam in regular service was gone by the time he got his first panoramic camera.

"I did the photography for myself," says Roth, whose work has rarely been published, of his railroad photos. As a commercial photographer, he's generally been too busy with his job to contribute to books and magazines. Through all his discussions of pictorial photography, cameras, and films, one senses his quiet sense of accomplishment at providing yet another view of railroading and steam locomotives in their peak performance. ■

JOHN GRUBER, of Madison, Wis., is a contributing editor to CLASSIC TRAINS *and president of the Center for Railroad Photography and Art. A longtime contributor to* TRAINS, *Gruber also served as editor of* Vintage Rails *magazine.*

When steam became scarce in the U.S., Roth ventured elsewhere to find it. In this 1961 photo, National of Mexico 2-6-6-2 No. 2033 roars out of a tunnel north of Mexico City with a northbound freight. A brakeman rides the top of the oil-burner's train.

At one of the East's great photo spots–Salt Lick Curve on B&O's Cranberry Grade west of Terra Alta, W.Va.–2-8-8-0 No. 7204 struggles uphill with an eastbound coal drag in 1947. Distant smoke indicates the train's pushers are just around the curve.

With Challengers fore and aft, a southbound D&H freight pounds upgrade at Starrucca, Pa., around 1951. Visible in both photos, the Challenger on the rear will push to Ararat Summit, several miles south, then stay with the train as far as Carbondale.

The Clover Leaf
and its split personality

Nickel Plate's St. Louis line offered a study in contrasts

By Tony Koester

IMAGINE ROCKETING THROUGH the cornfields of the Midwest over a narrow-gauge railroad while sitting in the cab of a Nickel Plate Road 2-8-4 Berkshire racehorse. Or, for those with a more modern bent toward railroading, doing the same after the 1964 merger in the cab of a Norfolk & Western GP35.

Unlikely as that may sound, that's exactly what happened on a daily basis on Nickel Plate's St. Louis line. By the time the 2-8-4's reigned, the gauge had long since been bumped out from 3 feet to 4 feet 8½ inches, but evidence of this line's narrow-gauge heritage was not

hard to find, especially as it climbed out of the Wabash River valley near the Indiana-Illinois state line.

The New York, Chicago & St. Louis Railroad—dubbed the Nickel Plate Road (NKP) shortly after its 1882 debut—built its reputation on high-speed freight service between Buffalo and Chicago, Peoria, and St. Louis. But it was not until 1923, when NKP absorbed the 450-mile Toledo, St. Louis & Western, popularly known as the "Clover Leaf Route," that the railroad could claim that it actually *went* to St. Louis. The "Clover Leaf" nickname stemmed from an emblem (a clover with three leaves—one for each state served: Ohio, Indiana, and Illinois) adopted by the system in its 1886 reorganization as the Toledo, St. Louis & Kansas City.

The Clover Leaf had been part of a narrow-gauge system with ambitions to connect Ohio with Mexico. At one time, in fact, 3-foot-gauge track did extend continuously (with the exception of a Mississippi River ferry crossing at Cairo, Ill.) from two points in Ohio to a point west of Houston, Texas, 1581 miles. The lines west of the Mississippi eventually formed much of the Cotton Belt Route.

To Nickel Platers, though, the Clover Leaf main line was a far cry from what they were used to on their racetrack between Buffalo and Chicago. While the western half of what became NKP's Clover Leaf District, from Frankfort, Ind., to Madison, Ill. (just across the Mississippi from St. Louis), was eventually upgraded to accommodate modern steam locomotives, the east end never could handle anything larger than a 2-8-0.

J. DAVID INGLES

Also in 1923, NKP absorbed the Lake Erie & Western, which ran from Sandusky, Ohio, to Peoria, Ill. The Clover Leaf and LE&W crossed at Frankfort, location of an important Clover Leaf yard and shop. In time, the Indiana town became one of a handful of key Nickel Plate shop sites, a place where steam locomotives were given major overhauls and freight cars were rebuilt or even built.

The takeovers of the Clover Leaf and LE&W provided NKP a huge opportunity east of Frankfort. Instead of having hot eastbounds from St. Louis struggle over the Clover Leaf, which included a sharp curve at Delphos, Ohio, and a light-duty bridge near Dupont, NKP routed them over the LE&W. This line ran through Muncie, Ind., and Lima, Ohio (a division point), before joining the NKP main near Fostoria for the final leg into NKP's major terminal at Bellevue (still an NS hub).

The result was a highly split personality for the former Clover Leaf. East of Frankfort—the First and Second Subdivisions of the Toledo Division of the Clover Leaf District—it never grew much beyond its narrow-gauge upbringings. But west of Frankfort—the Third and Fourth Subs of the St. Louis Division—it was a key element of NKP's High Speed Service tradition [page 66].

A Clover Leaf perspective

The First Subdivision comprised 70-plus miles to Delphos from the compact

With a "waycar" behind its GP9's, a local heads for Madison, Ill., in a June 19, 1958, photo from the U.S. 66 overpass by M. L. Powell. A Clover Leaf reminder (right) existed in Marion, Ind., in 1984.

Clover Leaf Yard on the near southwest side of Toledo, a mile out from the old Erie Street station (and base for the mileposts). MC Junction, where an old Michigan Central line had crossed, was just southwest of the yard at Milepost 2.2. Power on this sub, even in the late-steam era, was typically 2-8-0's owing to the spindly through-truss bridge over the Auglaize River at Dupont (MP 58.3).

In Toledo in post-World War II years, NKP interchanged with Ann Arbor; Baltimore & Ohio; Chesapeake & Ohio; Detroit & Toledo Shore Line (which NKP owned 50-50 with Grand Trunk Western); Detroit, Toledo & Ironton; New York Central; Pennsylvania; Toledo Terminal; and, prior to its lease by NKP in 1949, Wheeling & Lake Erie. Out toward Maumee, NKP utilized 5 miles of the Wabash, stemming from a long-ago abandonment of the parallel Clover Leaf line. Wabash was a potent competitor of NKP on the St. Louis route, but they became "family" when N&W acquired NKP and Wabash in October 1964.

Business on the Clover Leaf was mostly farm products—grain and livestock. Inbound traffic included fertilizer, coal, and fresh fruit and vegetables for the Toledo m[illegible] engineers. Highlight of the F[illegible] was a 901-foot, six span, through-truss bridge over the Maumee River and a recently restored canal at Grand Rapids, Ohio (MP 24.5). The bridge still stands, for until 1999, the track between Waterville (14.6) and Grand Rapids was operated by a tourist railroad.

Nickel Plate had a significant interchange with the DT&I at Malinta (MP 35). In 1953, for example, NKP delivered 1357 loads there and received 1369, roughly 4 per day. Not bad, but compare this to the nearly 12,000 loads interchanged that year with the Milwaukee Road at Humrick, Ill., on the Third Sub. Malinta marked the first of more than 30 crossings, most of them at grade and the majority guarded by interlocking towers, with more than a dozen railroads that the Clover Leaf District encountered between the Toledo area and the East St. Louis area.

The First Sub crossed NKP's Chicago main line, the Fort Wayne Division, at Continental, Ohio (MP 54.9). All Clover Leaf trains stopped at this crossing, but mainline trains did not. The short length

H. G. Goerke; J. David Ingles collection

An RS11 and two Geeps populate the miniscule old Clover Leaf engine terminal in southwest Toledo in February 1963. A decade before, 2-8-0 902 steams along U.S. 24, the Anthony Wayne Trail, near Stitt Road between Waterville and Maumee.

Robert V. Hubbard; courtesy Terry Harrison

of the First Sub meant that manifest trains 96 and 43 did a lot of work, even switching cars for other NKP trains at Continental. No. 96 would also stop at Gould, the junction with Toledo Terminal's west belt line at MP 5.1.

The First Sub met the Second at Delphos, a key site in narrow-gauge days 73 miles from Toledo. But a curve at the depot, just south of the Pennsylvania mainline crossing, was brutal—18 degrees 50 minutes, akin to putting a toy-train curve in a scale model railroad. The Toledo Division trainmaster's office was in Delphos, as was a small yard, RIP (repair in place) track, and steam facilities including an Ogle steel coal dock, common in NKP terminals. Delphos was also the west end of the 171-mile Akron, Canton & Youngstown, an important NKP connection to the east.

Delphos' 70-foot turntable was not long enough to accommodate NKP's USRA light 2-8-2 Mikados that came up the Second Sub from Frankfort, so NKP paid AC&Y a dollar each to turn engines on its wye.

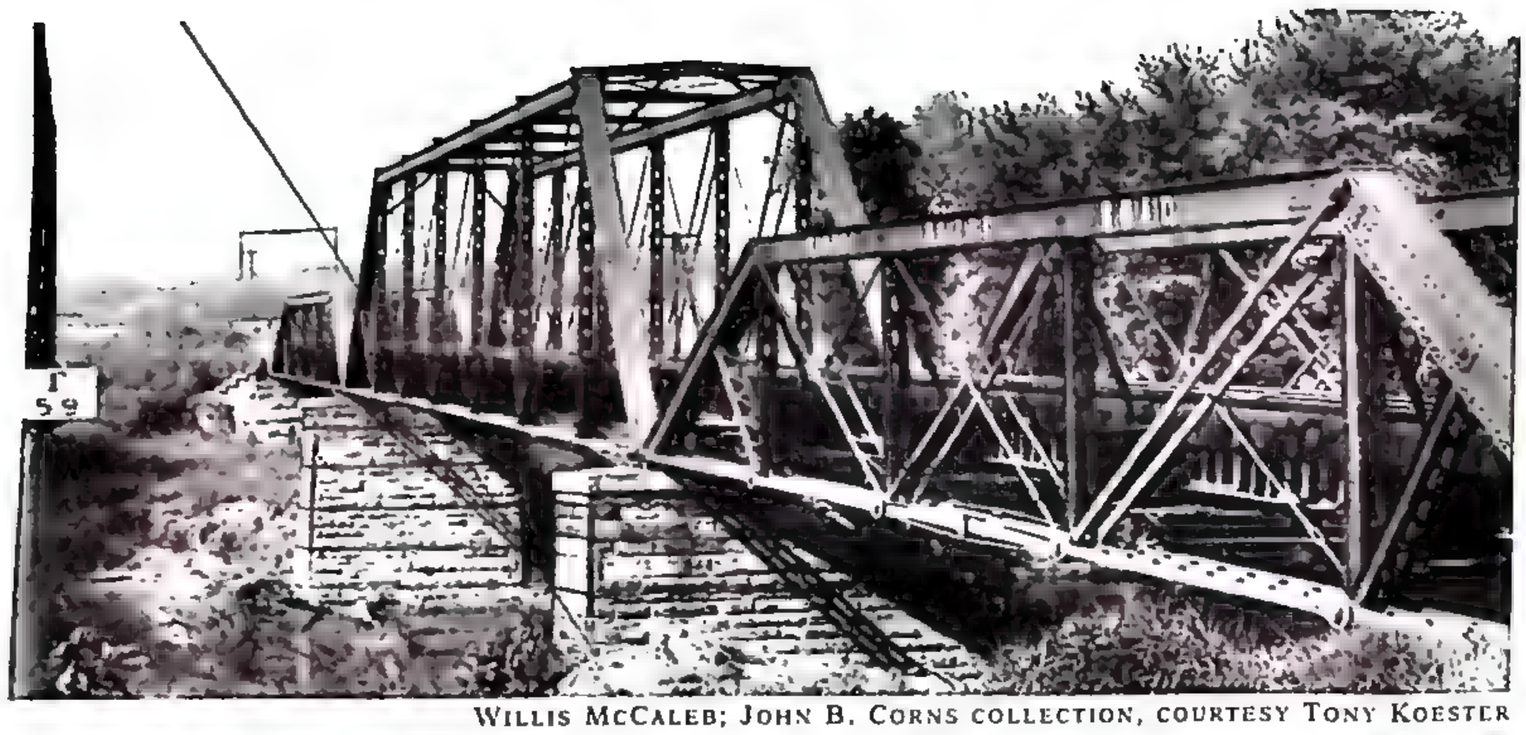
Beyond Delphos, the Clover Leaf's Second Sub headed southwest 134 miles to Frankfort. Ohio City (MP 89.7), where it crossed the Erie and New York Central, featured an interesting depot, with an interlocking tower built into one end, where all three lines crossed. At Decatur, Ind. (108.2), the Second Sub crossed the Pennsy's former Grand Rapids & Indiana line, which ran from Richmond, Ind., up through Grand Rapids, Mich., to the top of the Wolverine State's Lower Peninsula at Mackinaw City. Decatur was also the site of a former sugar-beet plant that was taken over by Central Soya Co. Retired NKP engineer Don Daily remembers a time in the mid-'50's when there were 550 loads of soybeans waiting to be delivered to the PRR, which meant that every siding between Sims and Ohio City was literally full of beans. (For an account of Daily's first run as an NKP engineer, see "The Way It Was" on page 88 of this issue.)

At Bluffton, Ind. (MP 123.4), in the mid-'50's, NKP served 36 industries. This was also where the line crossed the Wabash River for the first time, on four 60-foot deck-girder bridges, and the LE&W District's New Castle Division line, which linked Fort Wayne and Muncie. Commodities NKP handled here

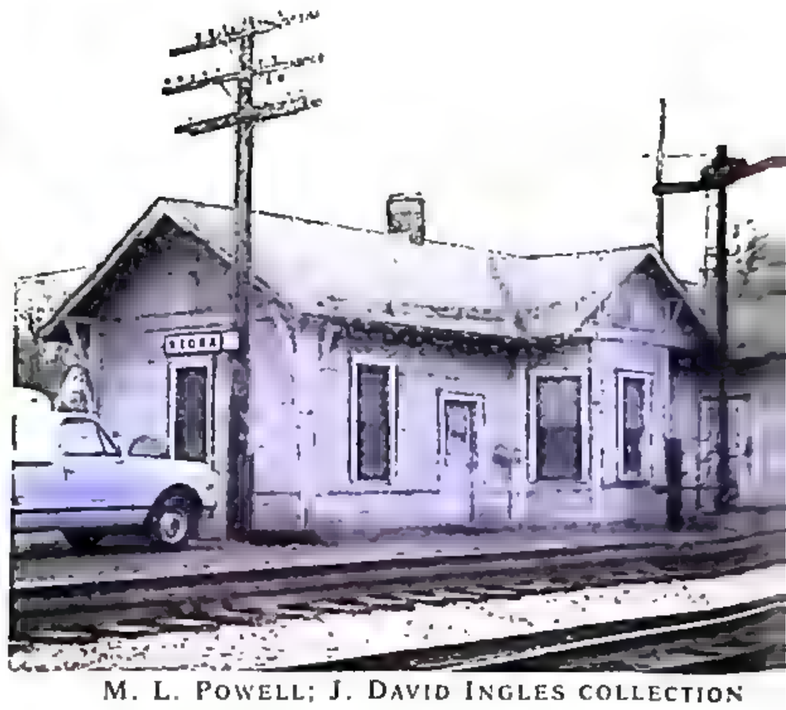
The sharp curve at the Delphos depot was one reason the Clover Leaf's east end stayed relegated to secondary status. A Mikado and two Consolidations gather at the Delphos terminal, which boasted an Ogle steel coal dock, common on the NKP.

CLYDE E. HELMS; COLLECTION OF JOHN A. REHOR

CLYDE E. HELMS; COLLECTION OF JAY WILLIAMS, COURTESY TONY KOESTER



WILLIS MCCALEB; JOHN B. CORNS COLLECTION, COURTESY TONY KOESTER



M. L. POWELL; J. DAVID INGLES COLLECTION

The spindly through-truss bridge over the Auglaize River at Dupont, Ohio, restricted steam power on the east end to 2-8-0's. The depot at Neoga, Ill., was typical of those found in many small towns on the Clover Leaf. At Continental, Ohio, we're looking east from a mainline freight at the Clover Leaf crossing, for which mainliners didn't stop.

included beer from Fort Wayne for the west, plus sand and soda ash for Marion's glass-making plant.

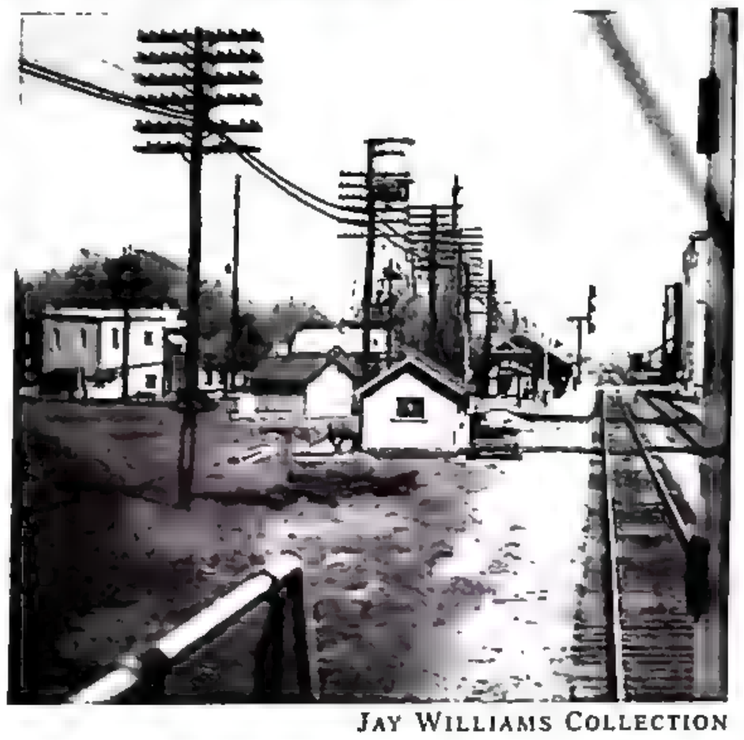
Marion (153.5), a major city, was home to 20 industries on NKP, some on the North Marion Belt, jointly owned by NKP and New York Central. The glass plant was on both the Belt and the NYC. The Second Sub crossed three roads in Marion: NYC, PRR, and C&O, which was elevated through town.

The next big town was Kokomo (181.1), where NKP profited from such big customers as Kokomo Steel & Wire (later Continental Steel) and Kokomo Sanitary Pottery. Here the Clover Leaf crossed the LE&W District's Indianapolis-Michigan City line as well as the Pennsy. The Kokomo Belt, jointly owned by NKP and PRR, was operated by NKP.

West of Kokomo, the Clover Leaf line was largely rural, bisecting a series of Hoosier villages until it reached Frankfort. The track swung into town from the northeast, passed a large coal-fired power plant, then ran parallel to the old Lake Erie & Western main to the passenger station, where the lines joined. They then crossed Pennsylvania's Logansport-Indianapolis line and Monon's Chicago-Indianapolis line before entering the yard. Today, the line from Craigville to Kokomo is in shortline use; NS owns it from Kokomo to Frankfort but uses it mainly for car storage.

Berkshire territory

Frankfort, 206 miles southwest of Toledo and operationally part of the Toledo Division's Second Sub, was NKP's largest hub west of Bellevue. Blocks of cars from hot trains off the St. Louis Division and from Peoria were quickly switched. The symbol freights then raced east over the former LE&W to Bellevue, where their consists were combined with those of hotshots out of the Chicago area. Don Daily described a full day of operations at Frankfort yard in the 1996 Kalmbach book *Model Railroad*



JAY WILLIAMS COLLECTION

Planning. Although the Clover Leaf main has been pulled up west of Frankfort, and the old LE&W is an NS main route only as far as Lafayette, Ind., Frankfort's yard is still used by NS. The roundhouse and coal dock, although inactive, still stand, and wooden caboose 1202, painted as Nickel Plate, is in a city park on Kyger Street.

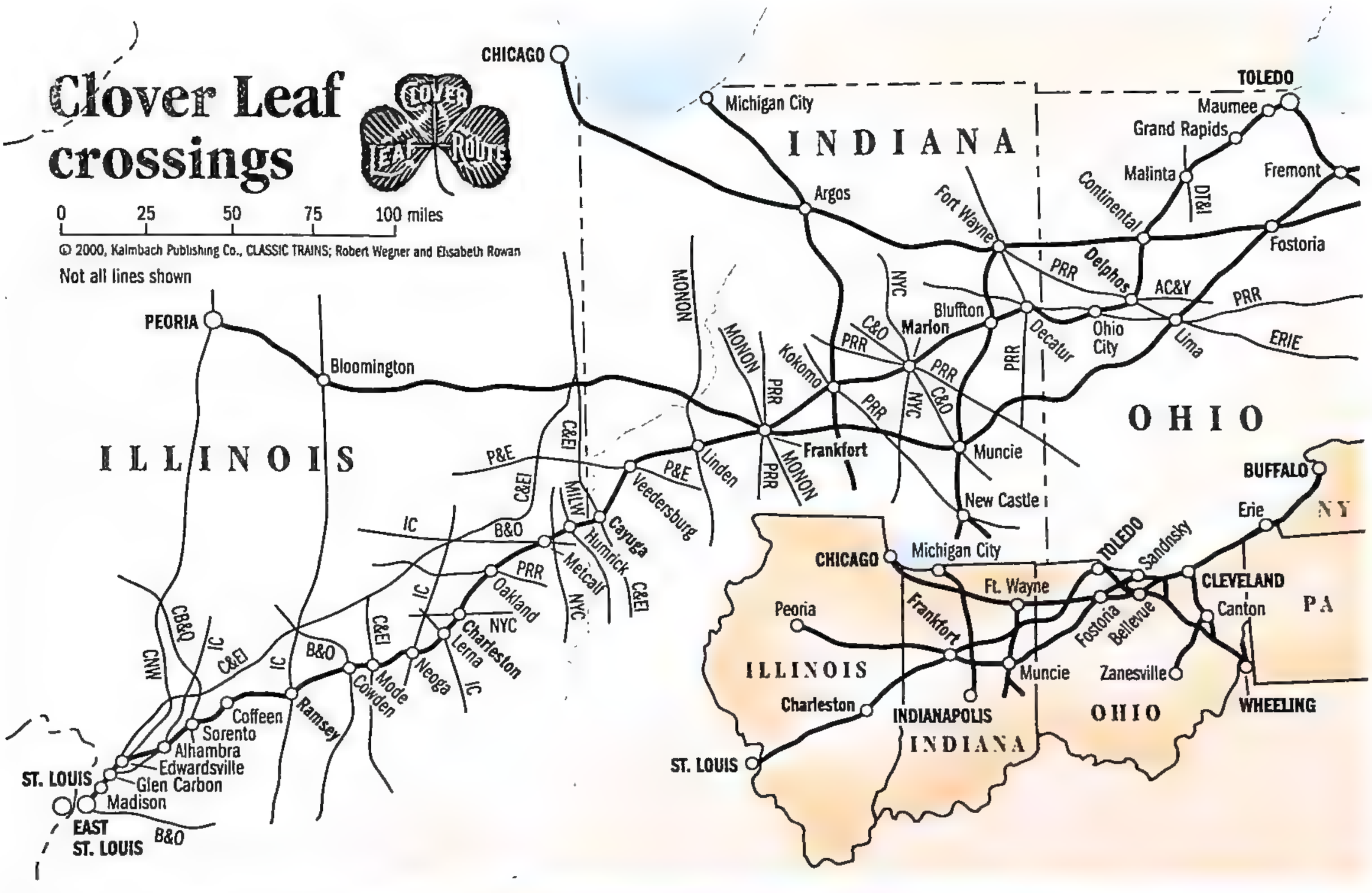
In the iced-refrigerator-car era, there was an ice house at Frankfort near the west end of the eastbound yard. "Reefers" from the west were iced here, as were empty ones that would later be set out at Marion for loading with butter.

NKP's Clover Leaf District Timetable 69, effective April 24, 1955, frames the picture. Eastbounds into Frankfort over the Third Sub included No. 10, an overnight passenger train, plus second-class "through freights" 42 and 48 and "fast freights" 90, 96, and 98. Westbounds included passenger No. 9, through freights 41 and 45 (the "KC Local," for the old Clover Leaf monicker when it was the TStL&KC), and fast freights 43, 47, and 49. Road power was often Alco S or Lima S-1 2-8-4's or H-6 USRA light Mikados, although GP7 and RS3 diesels were increasingly evident on all four Nickel Plate lines out of Frankfort. The GP9's with their larger fuel tanks were only months away, as was the end of steam on the Clover Leaf.

The Cleveland-St. Louis passenger trains, Nos. 9 and 10, after 1950 customarily consisted of an Alco "Bluebird" PA, RPO, coach, diner-lounge, and 10&6 Pullman. In 1956, they were given names: the *Blue Arrow* and *Blue Dart*, respectively, but those turned out to be short-lived as the trains were discontinued in Illinois and Indiana in March 1959 and in Ohio the following October 17. They had served an interesting function occasionally, as the means to ferry Chesapeake & Ohio business cars between C&O's main line at Fostoria, Ohio, and the road's headquarters in Cleveland, which was miles from any C&O track. The anomaly stems from the era of control by the Van Sweringen brothers (who had NKP and Pere Marquette, too). Other Clover Leaf passenger operations were already history. Charleston-East St. Louis mixed trains 11-12, 2-8-0-powered to the end, lasted until April 28, 1952, while the last accommodations on the east end, mixed trains 15-16, came off in Ohio in March 1941 and in Indiana in April 1943.

A Clover Leaf 1955 timetable provides only part of Frankfort's picture, however. Peoria Division Timetable 75, also dated April 24, 1955, shows westbound through freights 63 and 65 out of Frankfort, plus eastbound counterparts 62, 66, and 68. Steam had already disappeared from the Peoria Division by 1953, with GP7's and then RS3's ruling the roost, as they would do on the St. Louis Division after July 1955. Steam's last hurrah out of Frankfort, on the former Lake Erie & Western to Muncie and Lima, lasted into 1956.

At WY Tower, a nondescript one-



Clover Leaf interchange points

Selected NKP Clover Leaf District carload interchange figures for the year 1953

Location	Railroad(s)	Cars delivered	Cars received	Total
Malinta	Detroit, Toledo & Ironton	1357	1369	2726
Delphos	Akron, Canton & Youngstown	16,102	11,637	27,739
Marion	NYC, PRR, Chesapeake & Ohio	1632	5389	7021
Clarks Hill	New York Central	NA	NA	339
Linden	Monon	4895	6874	11,769
Veedersburg	Peoria & Eastern	114	328	442
Humrick	Milwaukee Road	7365	4202	11,567
Oakland	Pennsylvania	NA	NA	550
Lerna	Illinois Central	NA	NA	1449
Neoga	Illinois Central	2232	3864	6096
Edwardsville	Illinois Term., Litchfield & Madison	2485	3396	5881

Source: Tony Koester

story block building just west of Frankfort yard where the Peoria Division split from the Clover Leaf, stands a huge soybean elevator, still active today. West of WY, the Third Sub—now torn up—gradually lost altitude all the way to the Wabash River valley east of Cayuga, Ind. Nickel Plate crossed New York Central's "Big Four" Chicago-Indianapolis-Cincinnati line at Clarks Hill (MP 217.8) and Monon's main line at Linden (228.5). Linden was an important interchange point, and the joint depot still stands and hosts a small railroad museum, with NKP caboose 497 among the display items. New Richmond (232.4) was the town—alias Hickory—where filming of most street scenes was done for the 1986 movie *Hoosiers*.

Veedersburg (249.1) was a three-railroad town before the woebegone Chicago, Attica & Southern was abandoned just after World War II. NYC's Peoria & Eastern also crossed the Nickel Plate here, and the P&E depot still stands. At Lodi was the four-span through-truss bridge over the Wabash River, and then work for westbounds loomed ahead as they approached Cayuga (266.5).

Cayuga: home and a hurdle

By blind luck as much as good fortune, my dad's career in the brick industry took our family to the small Indiana town of Cayuga in 1951. As a 9-year-old budding railfan and model railroader, I didn't waste much time getting trackside, and I couldn't believe my eyes and ears when I discovered that steam still ruled this portion of the Nickel Plate.

My hometown railroads in Iowa, the Rock Island and the Minneapolis & St. Louis, had dieselized early, but our move to Cayuga plopped me right into a hotbed of last-stand steam. Moreover, my old friends—EMD F units—were present on the Chicago & Eastern Illinois, whose double-track Chicago-Evansville main line crossed the NKP at the joint Cayuga depot, so I had my cake and could eat it too. C&EI's blue-and-orange E units, plain-Jane black-and-white Geeps, and "basset-hound" BL2's added interest to Cayuga's mix.

When I told friend John A. Rehor, author of *The Nickel Plate Story* (Kalmbach, 1965), that I'd lived in Cayuga dur-

Focusing on the freights

PHILIP R. HASTINGS

The speed of NKP's MB-98, as it met 49 (with the 703) at New Douglas, Ill., made an impression.

NICKEL PLATE ROAD published mimeographed Principal Freight Schedule booklets, and in them is found a focused picture of the road's fabled High Speed Service. Take MB-98 (Madison–Buffalo) in the schedule dated March 3, 1955, for example. It was scheduled to leave Madison at 11 a.m. and arrive in Charleston at 2:20 p.m. By 2:40, it was rolling east again over the Third Sub, arriving at Frankfort at 6 p.m. Yard crews had 1 hour, 25 minutes to add cars from PB-2 (Peoria–Buffalo) and cut off cars for IB-64 (Indianapolis–Buffalo) and the "Rocket," FT-98 (Frankfort–Toledo).

KC-44, a meat train with ice reefers from Kansas City's packing houses, left Madison at 7 p.m. It arrived in Charleston at 10:55 and was out again at 11:15. Frankfort got the train at 2:50 a.m. and had until 4:40 to ice the reefers and add cars from PB-6 and cut off cars for ST-96. Meanwhile, PB-12, a hot train out of Peoria, left the East Peoria yard of terminal road Peoria & Pekin Union at 2:30 each morning and arrived at Frankfort at 8:30. Yard crews had until 10:15 to cut off cars for ST-96 and add cars from the same train before PB-12 continued east. Such symbols could be applied to any train, but MB-98 usually ran on 98's schedule, PB-12 on 68's schedule, and KC-44 on 90's schedule. (Why not list a No. 44 for KC-44? The 40-series freight numbers date from TStL&W days, but the symbols—chosen to compete with the 90-series trains operated by rival Wabash—date from NKP ownership.)

Hard data about what each symbol freight typically carried is growing harder to find with each passing year. No. 66 out of Peoria was dubbed the "Whiskey," Don Daily told me, because of its loads of Hiram Walker products. Milwaukee beer was delivered by the Milwaukee Road to NKP at Humrick to haul to, of all places, St. Louis, home of Anheuser-Busch and Griesedieck breweries—coals to Newcastle? And C&EI reportedly interchanged meat reefers from Evansville at Cayuga for Eastern markets. We railfans spent so much time admiring NKP Berkshires, it appears, that we failed to record the details of the commerce that justified their existence. Now we're scrambling to catch up before the old-timers who were there have forgotten or are gone.

One thing we do know: NKP road and yard crews consistently teamed up to keep these hot freights moving. As the late and longtime TRAINS Editor David P. Morgan wrote after experiencing a meet between Berkshire-powered freights 49 and 98 on the Clover Leaf in Illinois in 1954: "NKP is, within the realm of my research, the fastest freight hauler in the business. Nickel Plate moves freight—fast!"—*Tony Koester*

ing the last four years of NKP steam on the Clover Leaf District, he was envious. "That was one of the toughest grades on the Nickel Plate," he said. "You saw some of the best action on the entire system at Cayuga." Thanks, Dad.

Cayuga Hill wasn't much by mountain-railroading terms—only 1.29 percent—but that climb westward out of the Wabash valley included tight curves this way and that, reportedly built into the line in its narrow-gauge days to create friction, thus retarding trains descending the grade in the pre-air-brake days. The result was that a helper was stationed at Cayuga in the early years. For eastbounds, the climb out of the valley was called Silverwood Hill.

In more modern times, the light Mikados and then the Berkshires were expected to handle the grades on their own. Heavy trains, wet rail, bad coal, engine problems, or cold temperatures would occasionally slow westbounds to a walk, or even cause them to stall, in which case they'd double their trains to Humrick. Crew timebook entries exceeding 111 miles for this run usually reflected extra miles spent doubling a train over Cayuga Hill.

At the top of Cayuga Hill was the Illinois state line and the important Milwaukee Road crossing at Humrick (MP 271.9). From Humrick west, it was back to flatland running, with just a few sags as the railroad cut southwest through Ridge Farm (277.8); Metcalf (288.5), site of a B&O crossing; Brocton (297.3), where the little-known Kansas & Sidell (a former B&O branch) crossed prior to 1938; and Oakland (303.6), crossing of Pennsylvania's obsure Terre Haute-Peoria line.

West of Oakland is a striking deck-truss bridge over the Embarras ("Ambraw") River, still in use by the 52-mile short line Eastern Illinois Railroad, which operates the former NKP between Metcalf and Neoga. The line heads southwest from Oakland to Fair Grange (313.4), and then swings directly south into Charleston. The line's narrow-gauge heritage is not as evident hereabouts as on the Second Sub's curve at Delphos or the Third Sub's curves on Cayuga Hill, but it has its moments.

Onward to St. Louis

Charleston (MP 319), home to Eastern Illinois University, was NKP's division point between Frankfort and St. Louis and marked the beginning of the 129-mile Fourth Sub. Most of the yard north of town is gone, as are the old NKP roundhouse and Ogle steel coal dock. Short line Eastern Illinois, though,

J. David Ingles

Two RS3's, having just completed interchange work with Detroit, Toledo & Ironton, head out of Malinta for Toledo with No. 96 in late fall 1960.

does rest its Geep overnight near the old turntable pit, which is still evident to a good "railroad archeologist." South of the yard but just north of NKP's depot, the Fourth Sub crossed NYC's Big Four main line from Indianapolis to St. Louis, abandoned in the 1970's.

West of Charleston, the next crossing at grade was with Illinois Central's Peoria-Evansville line at Lerna (MP 327.6). The IC mainline crossing at Neoga (338.6), now just a switch for the EIRR, was a major source of NKP traffic. West of Neoga, near Mode (355.1), where the Clover Leaf crossed C&EI's southern Illinois line, was a spectacular 2083-foot-long wood and steel trestle over the Kaskaskia River (also called the "Okaw").

Nickel Plate was dotted with 100,000-gallon steel water towers, and one was at Kingman (MP 344.8). At Cowden (362.7), NKP crossed B&O's little-remarked branch between Flora, Ill., and Springfield. Tiny Herrick (369.8) was a source of considerable traffic in hunting dogs, which were shipped to all parts of the country. Ramsey (378.6) boasted a timber coal dock and another big steel water tower. The IC tower here, guarding the diamond with IC's original north-south "charter" (or "Gruber") line linking Centralia and Freeport, has been restored, and NKP caboose 459, painted as N&W 557559, is on display.

Coffeen (394.8) was just another hamlet with a depot on the Clover Leaf line until modern times, when a coal-fired power plant was built south of town. This remains the reason that 12 miles of track still exists down to Sorento (406.8), a connection with BNSF's former CB&Q line from Beardstown to Centralia and Paducah. Sorento is just west of "The Hole," which featured a short but potent 1.57 percent grade followed by the Devil's Eyebrow—4 miles of reverse curves. New Douglas (412.6) had a passing siding, and Alhambra (418.8) an IC tower guarding the diamond with IC's Springfield-St. Louis line, abandoned here in the '70's.

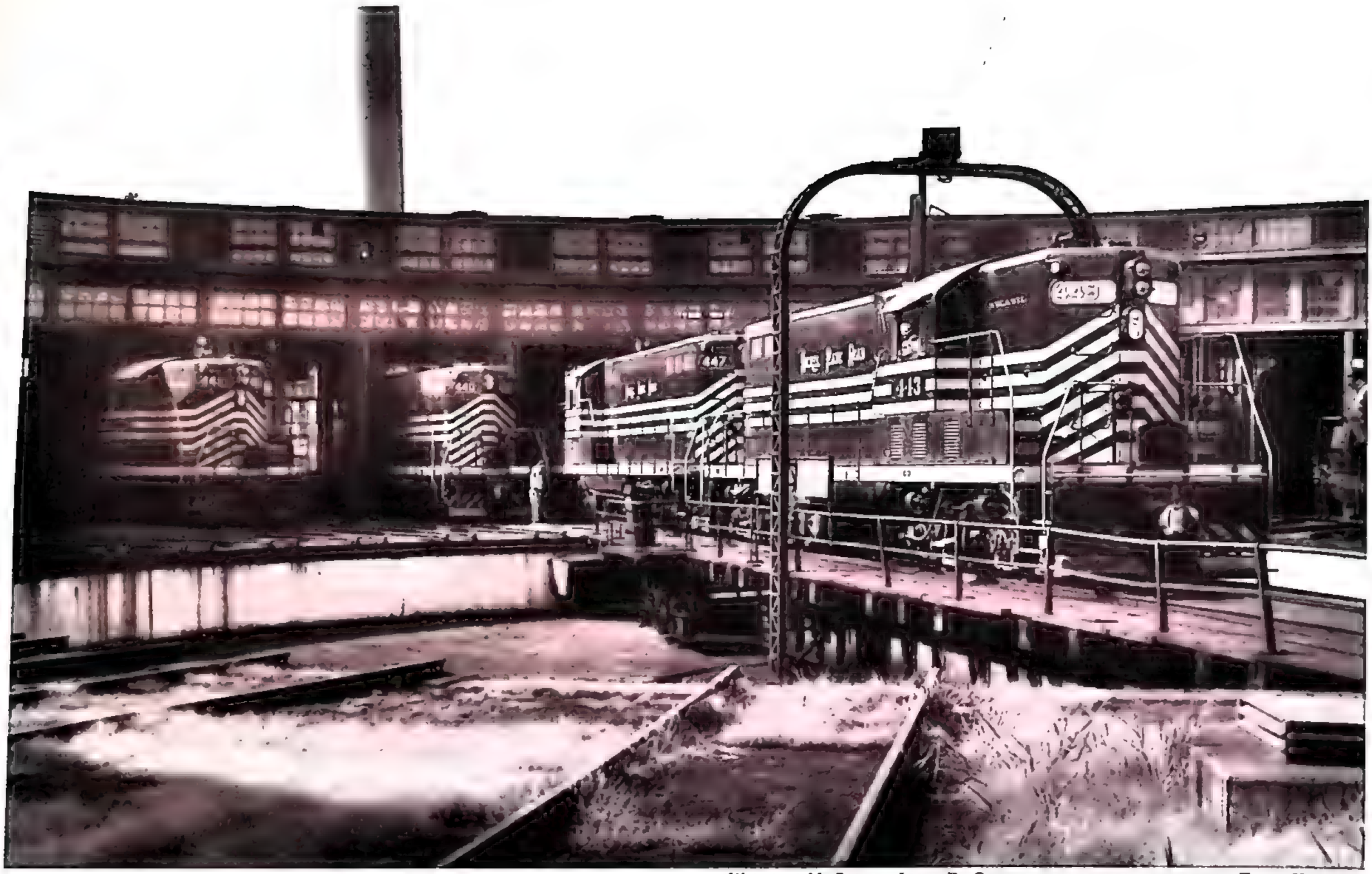
Edwardsville (432.1) featured crossings with the Illinois Terminal (twice) and the Litchfield & Madison (absorbed by Chicago & North Western in 1958) at LeClaire Tower. There was a big steel water tower here as well, and many of NKP's wood ties were treated at the Kettle River Plant of American Creosoting in Edwardsville. At Glen Carbon (436.6), Glen Tower guarded the diamond where NKP crossed the IC again. From here through the eastern extremity of Granite City, NKP and L&M ran parallel (IC had rights on the L&M), soon joined by the Alton & Southern, a belt line, which they crossed at the A&S Junction tower.

Nickel Plate's small yard in Madison (MP 446.5), parallel to L&M's, was the western terminus for Clover Leaf freights. Passenger trains 9 and 10 operated from Madison's M.B. Connection (446.7) to St. Louis Union Station on trackage of the Terminal Railroad Association of St. Louis, via TRRA's "Eastern Extension" and Merchants Bridge. NKP in Madison had an eight-stall roundhouse, a 90-foot turntable (just long enough to turn a Berkshire), a 300-ton Ogle coal dock, and a steel water tower.

Nickel Plate trackage continued past M.B. Connection and Bridge Junction to Front Street Station (450.1) in nearby East St. Louis. NKP, like most roads in the terminal area, had a freight house and team tracks on the Mississippi River waterfront, with l.c.l. service provided to off-line area businesses. East St. Louis also hosted the National Stock Yards, icing facilities, and several big yards of TRRA and major eastern carriers.

Diesels on the Clover Leaf

By Nickel Plate standards, dieselization came early to the Clover Leaf.



WILLIAM MCCALEB; JOHN B. CORNS COLLECTION, COURTESY TONY KOESTER

TONY KOESTER COLLECTION

TONY KOESTER

At Frankfort, new GP7's crowded the roundhouse on September 10, 1953. In post-merger March 1966, RS36 869 and four Geeps neared the Monon diamond as they left the yard eastward. Nondescript WY tower was the St. Louis-Peoria split.

Whereas the Sandusky Division (Frankfort east on the old LE&W) saw steam into 1956, the last run over the Clover Leaf was made by S-1 class 2-8-4 730 on July 18, 1955. It's worth noting that the more modern Lima-built S-2 (740-769) and S-3 (770-779—see Spring 2000 CLASSIC TRAINS) Berkshires never put a wheel in Frankfort as far as I can determine, at least until touring 759 showed up in 1969 on the "Golden Spike Centennial Limited" returning east from Kansas City. The Clover Leaf District and Peoria Division were, however, home to the original Alco-built S-class (700-714) and Lima-built S-1 (715-739) Berks.

Nickel Plate bought its 11 Alco PA1's in the late 1940's for passenger service but bought only hood units (road-switchers) thereafter despite some trials with EMD F7's. The early GP7's went to work on the Indianapolis-Michigan City line, but Geeps infiltrated Frankfort soon enough, vanquishing steam on the Peoria line in 1953. By 1954, engineers' timebooks were beginning to show pairs of GP7's on freights to St. Louis.

Alco road-switchers came in 1954 in the form of RS3's, initially assigned to

An RS11/GP9 pair with no evidence yet of N&W ownership, takes siding at Veedersburg on June 8, 1965. Not until May 1969, when S-2 759 visited with the "Golden Spike Centennial Limited" (coaling at Charleston) was an S-2 or S-3 class 2-8-4 known to have visited the Clover Leaf's west end. On June 25, 1950, Berk 714 highballs Glen Tower.

J. DAVID INGLES

J. DAVID INGLES

DONALD SIMS

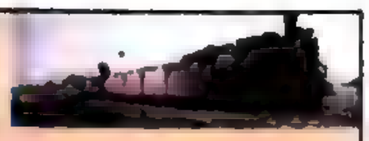
the Peoria Division. The first of many orders of GP9's complemented the GP7's in 1955. By the time the 10 GP18's showed up in 1960, shamelessly sporting former Berkshire numbers 700-709, steam was long gone from the Clover Leaf and was stored serviceable on the Chicago-Buffalo main line. Nickel Plate did have some six-motor RSD12's and SD9's, but they mainly saw service on the old Wheeling & Lake Erie lines.

More dramatic changes were in store. NKP dabbled in second-generation diesels before the October 1964 N&W merger, acquiring 10 GP30's from EMD and one each EMD GP35 and Alco Century 420, which were wreck replacements. Soon, though, N&W blue would cover NKP's black-and-yellow.

Bridge damage east of Delphos had curtailed service on the old Clover Leaf District's east end in the 1960's, and with Norfolk & Western boasting parallel Wabash routes, much of the Clover Leaf was ultimately doomed and pulled up. Near my old home of Cayuga, just a decade after abandonment, the busy interchange point between the Nickel Plate Road and the Milwaukee Road at Humrick, Ill., lies undetectable in a plowed field. Hard as I stare at the spot, I can't imagine thousands of freight cars being swapped between these two once-vibrant railroads each year. Like so many World War II bomber fields in the English countryside, it's just so utterly gone. ■

TONY KOESTER is widely known in the model-railroading field. He is a columnist for our sister magazine MODEL RAILROADER *and edits MR's annual* Model Railroad Planning *book. He is deeply indebted to recently retired NKP-N&W-NS engineer and historian Don Daily for his unending enthusiasm for and storehouse of knowledge about the Clover Leaf. (Don was the last fireman to break in on steam at Frankfort—on ex-LE&W USRA Mikado 587, which he often runs today for the Indiana Transportation Museum.)*

Model Railroader



Tony Koester begins a two-part conceptual NKP layout project in MR's September issue.

The late show

IT WAS SPRING 1953 when my friend Don Sims first suggested we leave the familiar environs of Southern California railroading and head northward to find new adventures in the Pacific Northwest.

Diesels were taking over on the Santa Fe and Southern Pacific in the L.A. Basin, so we climbed into my 1937 Ford and started north in search of steam. We drove 400 miles up Highway 99, a lumpy old two-lane that seemed to seek out the main streets and traffic signals of nearly every town along the way.

As daylight faded, we kept driving toward the Sacramento Valley town of Redding, Calif. There we ate dinner and learned there was a nearby park along the Sacramento River where we might camp out. We drove down into a wide ravine and were pleased to see SP's long, high bridge over the river. By now it was almost dark, so we rolled out our sleeping bags near the riverbank.

Sims already was in his bag when I realized I could do an interesting time exposure of the long trestle if I could catch the lights of a train passing above us, and combine it with the tracks of bright stars hanging high in the sky over the trestle. I was able to get my 4x5 Speed Graphic camera and flash into operation for a second shot, with Don in the foreground. Later we laughed about whether any magazine would ever care for a picture with no apparent train and a guy sitting up at night in a sleeping bag.

—Richard Steinheimer

RICHARD STEINHEIMER

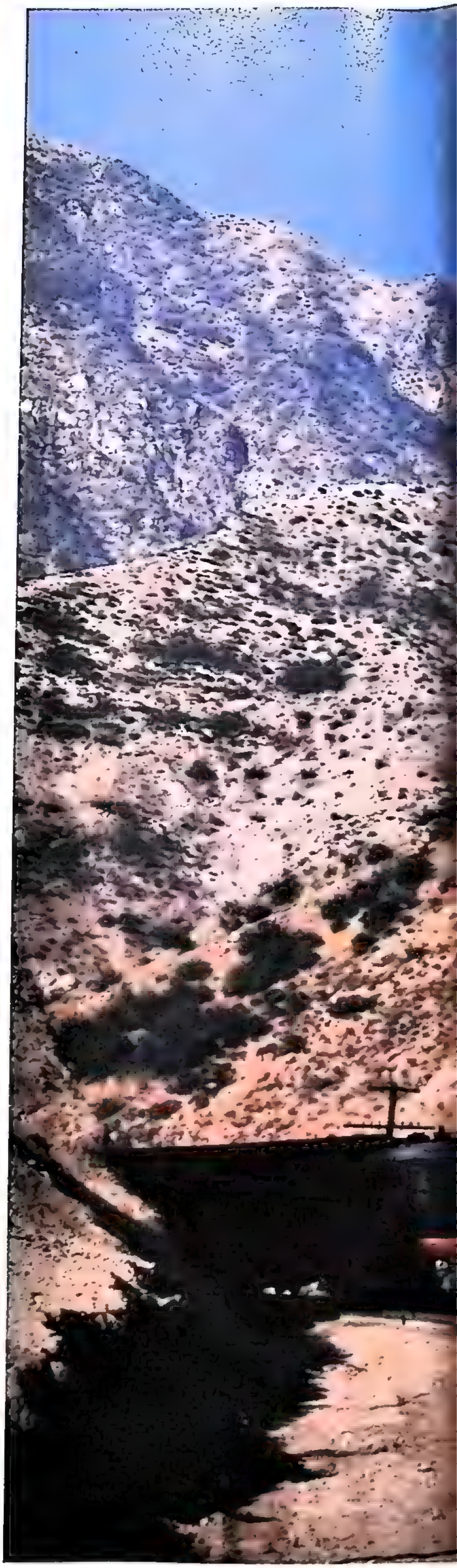
Gallery

Photo Classics

TWO PHOTOS: GORDON GLATTENBERG

Southern Pacific's *Coast Daylight* is about a mile from the end of its Los Angeles-San Francisco run on September 10, 1956. Photographer Glattenberg was trackside to shoot SP's Peninsula commute trains, which were still nearly all steam-hauled. He admits to rather reluctantly "wasting" a shot on the Alco PA-powered streamliner, which had been dieselized about 1½ years previously.

A decade later, PA's had become prime targets. Here, five lead Santa Fe's westbound *Fast Mail Express* down California's Cajon Pass at Blue Cut on August 8, 1966. At this time, most Santa Fe transcontinental varnish had EMD F's, but trains 7 and 8 usually got PA's. On this day, the middle unit in the set is No. 51A, one of three Santa Fe PA's re-engined with EMD prime movers.



57
SANTA FE

LINN H. WESTCOTT

With a forest of oil wells in the distance, two big Pacific Electric "Blimp" cars meet on 4th Street in Santa Ana, Calif., in the late 1940's. The car on the right is just beginning its journey via Artesia and Watts to PE's terminal at 6th and Main Streets in Los Angeles, some 34 miles and 97 minutes away. This idyllic urban scene would not last much longer--service to Santa Ana ended in 1950.

At Western Pacific's Sacramento yard, a two-man service crew tops off the fuel tank and oils the journal boxes of SW9 603 in July 1970. The EMD is accompanied by another switcher in WP's late-'60's solid-orange livery, Alco S2 562. By 1952, when 603 was built, twin sealed-beam headlights were standard, but WP opted for the older single-bulb type on its switchers, F units, and Geeps.

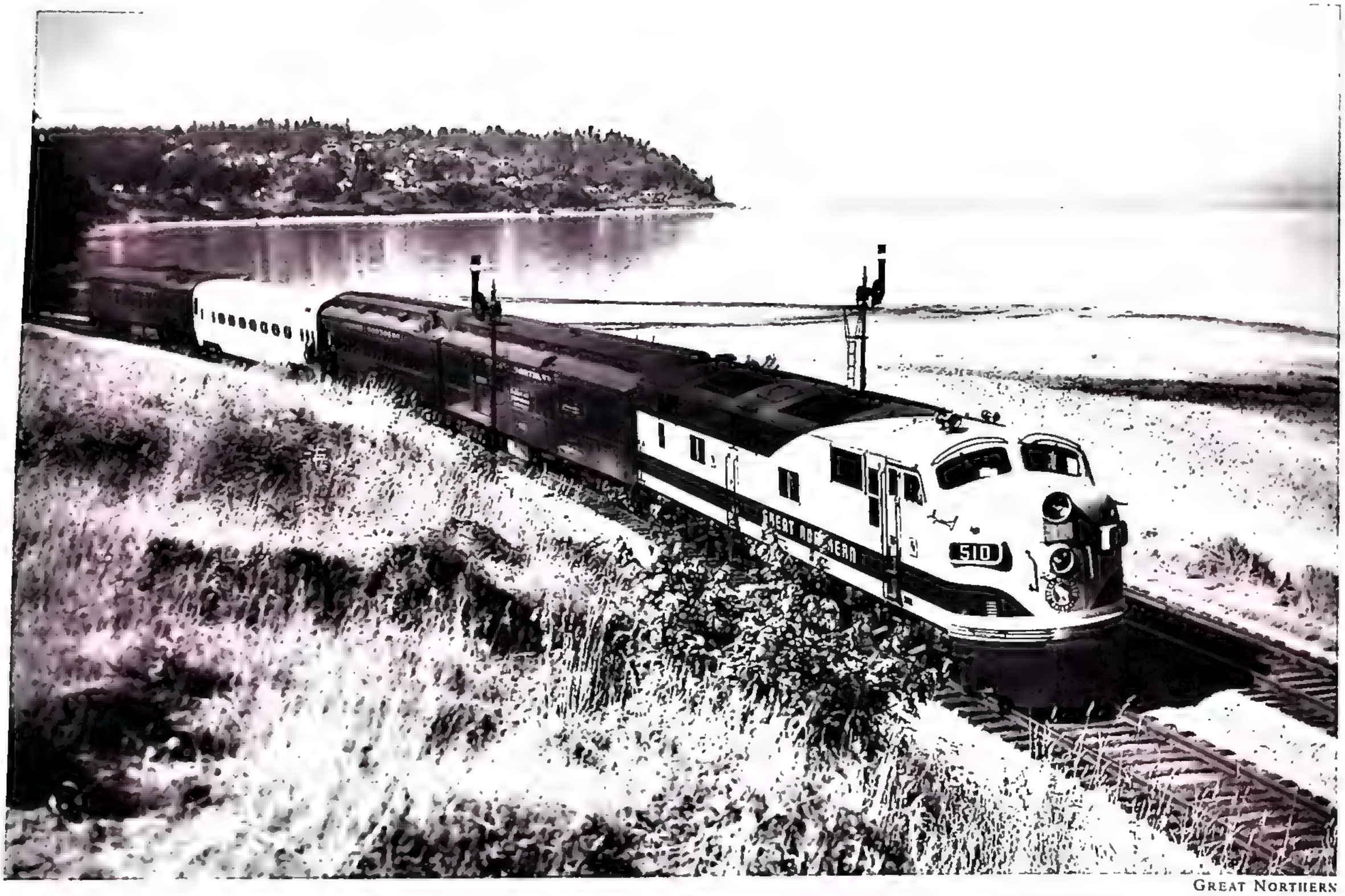
HERBERT JOHNSON

ALAN M. MILLER

Protected by a wig-wag signal and a flagman, Sierra Railroad Baldwin S12's 42 and 40 do some switching work at Oakdale, Calif., site of the short line's interchange with the Santa Fe, in August 1960. Delivered in 1955, these were the Sierra's first diesels. Along with sister 44, they would become almost as symbolic of the famous road as the likes of 4-6-0 No. 3 and 2-8-0 No. 28.

LINN H. WESTCOTT

In 1950, the railroad we know today as BC Rail was called the Pacific Great Eastern and was just 347 spindly miles long, isolated from the continent's rail network, and served no settlement of more than 750 people. At Squamish, British Columbia, 44 miles by ferry from Vancouver, GE 70-tonners assemble a train for the run north to the end of "Please Go Easy" track at Quesnel.



GREAT NORTHERN

Great Northern's *Morning Puget Sounder* skirts its namesake body of water 10 miles into its run from Seattle to Vancouver, B.C. In 1948, train 360 ran in two sections. The first, drawn by a Pacific, handled mail-and-express traffic. The second, consisting of an EMD E7, three heavyweight cars, and ACF's experimental "Pendulum" tilting coach borrowed from CB&Q, was for passengers.

DONALD SIMS

In 1959, Spokane, Portland & Seattle freights meet at Plymouth, Wash., west of Pasco, along the north bank of the Columbia River. After exchanging small talk, the crew on the caboose of the eastbound train in the siding will look over the Alco FA diesels and boxcars of the approaching westbound as it rolls by. SP&S's riverside alignment made it the fastest railroad in the Northwest.

UNION PACIFIC

Union Pacific train 11, the *Idahoan*, rolls over the Willamette River bridge just moments away from the end of its run at Portland (Ore.) Union Station. Heavy with head-end traffic and carrying a mix of standard and lightweight cars, this secondary train on the Chicago-Portland run is powered by a quartet of sure-footed EMD F3's in deference to the tough grades of the Blue Mountains.

FOLLOWING PAGES: Four Alco RSD15 "Alligators" ease a coal train headed for Fontana, Calif., over the top of Cajon Pass. This December 30, 1967, photo dates from the brief period between the construction of SP's Palmdale Cutoff (above the piggyback trailers of an eastbound AT&SF mail-and-express train) and the realignment of Santa Fe's tracks at Summit. Photo by Alan M. Miller.

CLIPPED
CARLOADIN
825
825
Santa Fe
805

Santa Fe
821

greater power
HE NEW HAVEN RAILROAD

Classic Railroad Advertising PART 2

Tomorrow's train . . . today!

In the depressed 1930's, the advent of streamlined trains set railroad advertising on a bold new course

By Michael Zega • Illustrations from the author's collection

FOR THE NATION'S RAILROADS, the decade of the 1930's will always be associated with devastating traffic losses and the remarkable advent of the streamliner. As automotive competition forced railroad management to become increasingly marketing-oriented, rakish locomotive profiles and colorful paint schemes proliferated. On the advertising front, streamlining's creative impulse spurred a brief but inspired foray into cutting-edge graphic design. However, advertising expenditures had been cut to a bare minimum, and the few dollars that remained necessitated innovation. The creative rebirth of the American railroad poster was one result. During the '30's, Burlington's *Zephyr*, Pennsylvania's GG1 electrics, New Haven's I-5 Hudsons, Southern Pacific's *Daylight*, and New York Central's *20th Century Limited* all were immortalized in stunning poster images.

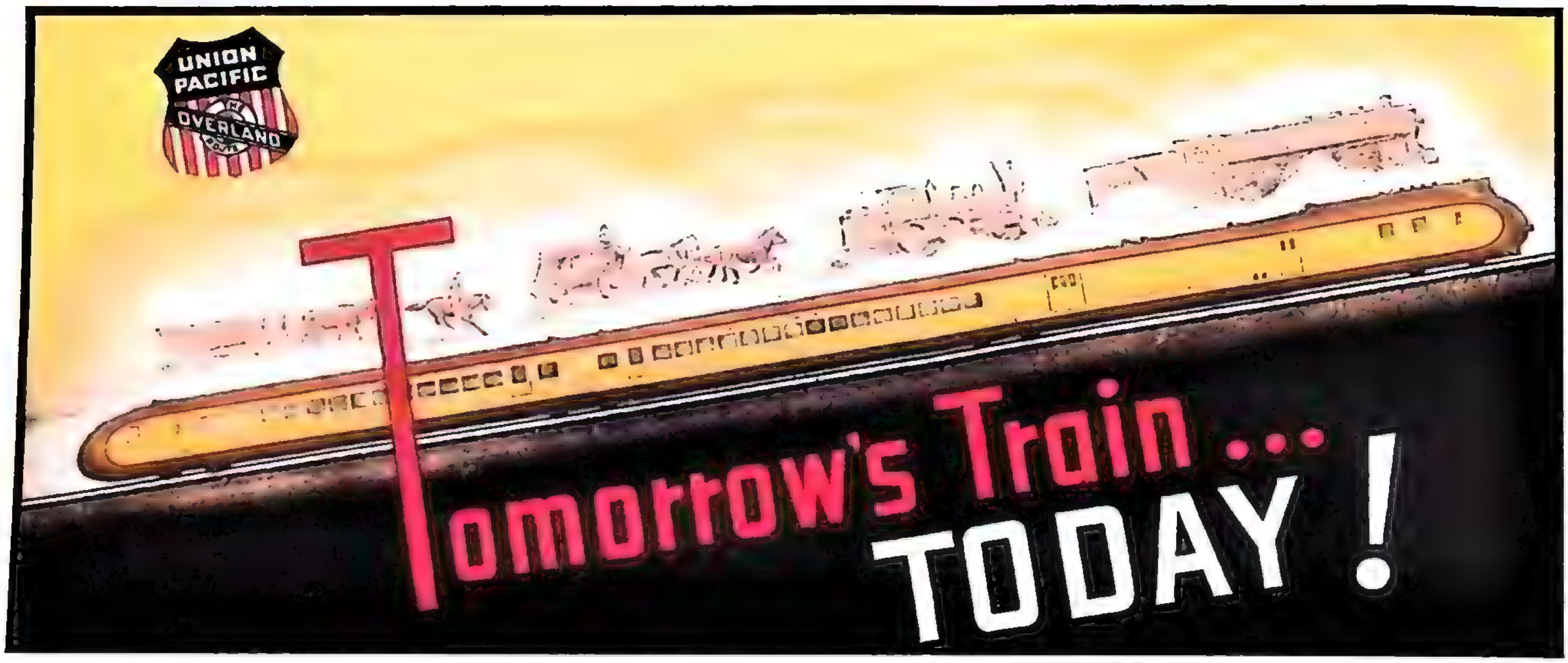
The circumstance that had forced such innovation was daunting. By 1933 the railroads' annual passenger count had dropped to roughly 400 million, one-third of 1920's record-setting level. But, however bad the times were, Americans had not stopped traveling. Gasoline sales and motor-bus ridership held up remarkably as the Depression deepened. Yet, as any number of contemporaries pointed out, the rails were laggards—Detroit had embraced industrial design and streamlining years before the railroads did. The railroad companies themselves—as years of traffic losses had shown—didn't fully understand marketing; few even acknowledged the need for it.

Burlington Route President Ralph Budd pointed out that the railroads' problem was largely one of perception. People were undeniably aware of trains, he argued, but by 1932, millions of young Americans thought of trains simply as obstacles at highway grade crossings. No alarmist, Budd claimed that "almost our entire population has ceased to be railroad-minded about traveling."

Ironically, it took a prosperous, relatively obscure coal carrier—the Chesapeake & Ohio—to begin to renew the public's interest in railroads. Wagering that travelers were eager to experience the comfort and cleanliness provided by the technical innovation of air-conditioning, in 1932 C&O introduced a new flagship named the *George Washington*; it was completely air-conditioned. C&O further defied convention by tripling its advertising outlay to over $300,000—half that of industry leader PRR. Its agency, Campbell-Ewald, which had built an aggressive reputation advertising automobiles, sold the new year-round comfort with the slogan "It's always Springtime on the C&O." Ads in national magazines mocked competitors' drafty, cinder-filled cars.

Then in 1933, C&O's advertising director happened upon an etching of a sleeping kitten. When C&O ran the image as an advertisement that fall, it communicated air-conditioning's comfort as nothing else had. America took Chessie to heart and adopted her as a "national pet." Her story has become part of railroading myth: Letters poured in; calendars were printed. As a May 1934 ad illustrated, Pullman porters even placed cardboard cutouts of the kitten's image between blanket and pillow upon making down the berths! Yet, for all the publicity, Chessie's impact upon business was negligible. Chessie undeniably galvanized popular demand for railroad air-con-

Sasha Maurer's bold "Greater Power" poster of 1937 captured the exciting new age of streamlining. In a C&O magazine ad, a Pullman passenger finds Chessie the cat sleeping soundly in air-conditioned comfort.



Promotions for UP's M-10,000 and Burlington's *Zephyr* compared the new streamliners to conveyances of the past. While not a streamliner, Jersey Central's *Blue Comet*, celebrated here on its first anniversary, was a Depression-era success story.

ditioning, termed by *Advertising Age* "the greatest gadget ever." However, C&O passenger revenues continued to reflect industry trends, rising or declining at the same rate as its larger neighbors, PRR and NYC.

Streamlined trains lure passengers back

If C&O had sparked the public imagination, it was streamlining that brought them trackside. In a matter of eight weeks in spring 1934, two diminutive trains—first Union Pacific's M-10,000, followed by Burlington's *Zephyr*—transformed Americans' ideas about rail travel.

For months the two streamliners barnstormed the nation, attracting huge crowds: 300,000 filed through the *Zephyr* over its 10-day Eastern tour of April 1934. Railroad men—many of whom had voiced doubts that the public would even notice—suddenly were inundated by spectators intent on getting a glimpse of the future. *Ad Age* summed up the sensation, terming the *Zephyr*'s stunning design "a publicity and engineering triumph. Not in years," noted its editors, "has public attention been focused so sharply on railroad transportation."

UP's ad men capitalized on the free publicity, arranging press coverage of public events and staging newsreel footage. Colorful booklets, a few broadsides, and radio announcements backed up the tours. Burlington, second to the punch, relied more on ads; its agency—Reineke Ellis-Younggreen & Finn—produced a memorable poster to announce the *Zephyr*'s tour. Both carriers' publicity presented their trains as the embodiment of progress, depicted by the march from Conestoga wagon to streamliner.

To look at the magazine pages, the revolution had been imminent for some time. Alcoa Aluminum's eye-catching ads had been predicting a lightweight revolution since 1928. A prescient June 1930 example announced: "One of these days you will ride on an Aluminum Train." Many of the New York City papers which

anniversary of Jersey Central's New York-to-Atlantic City all-coach flyer, the *Blue Comet*. By aggressively selling speed and comfort, intrepid CNJ had demonstrated that trains could get people out of buses and cars.

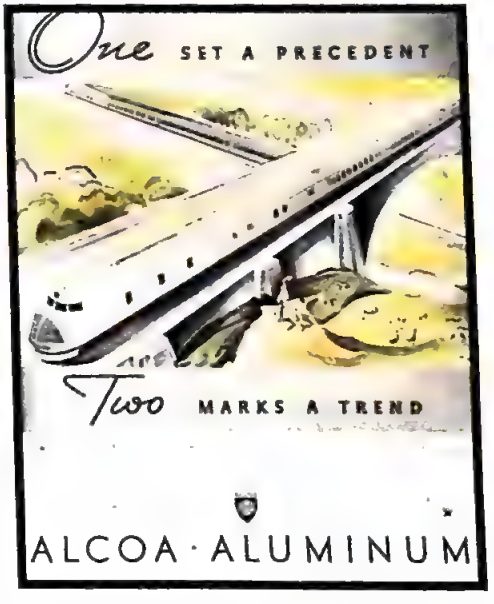
Still, it took the resolution of a long-simmering debate over lower fares to bring passengers back en masse. Progressive voices also advocated less emphasis on rail-to-rail competition, proposing a cooperative advertising effort, under the heading "Travel by Train." Long-standing corporate jealousies precluded most such action, but one notable exception did occur. In spring 1935, some 20 Western roads authorized a cooperative ad campaign promoting air-conditioning and newly lowered fares. "Now Western Trains are Air-Conditioned," announced a four-color spread in *The Saturday Evening Post* of June 15. Traffic responded immediately. "We seem to be attracting a better class of coach traffic," reported Union Pacific Vice President William M. Jeffers, that July.

UP's innovative answer to the motor bus appeared that August bearing the name *Challenger*. Jeffers had picked the name as a challenge to both old ideas and competing modes. The new train, UP publicists claimed, would meet the demand for comfortable, fast, low-cost travel. The *Challenger*, of course, used refurbished heavyweight cars. Still, UP's effort proved that offering real comfort at coach fares could command national attention. A year later, *Collier's* magazine profiled the train in a story titled "Everybody's Limited"; its reporter counted 224 aboard. By summer 1936, as UP prepared to inaugurate the *City of Denver*, it could claim that 5 million people had ridden in or toured its new trains.

At first, railroad suppliers advertised the streamliners more prominently than the carriers themselves. By 1935, Alcoa, Gulf Refining, Westinghouse, even Crane's Papers and Camel Cigarettes were popularizing the new trains. Indeed, if the railroads needed an example of the synergy of streamlining and advertising, they had only to look to the competition: Young and aggressive, Greyhound had begun advertising back in 1929; for much of the '30's it spent more on national magazine advertising than all of the railroads combined.

Surprisingly, the staid Pullman Company, which had last advertised in 1917, was among the first to respond. To believe *Fortune* magazine, Pullman's aversion to innovation had become the object of national ridicule, "like Philadelphia, the stock-in-trade of comedians." But if Pullman was understandably reluctant to embark upon the wholesale replacement of its fleet, that did not preclude advertising. Pullman Vice President James Kelly advocated promoting its unmatched safety record and increasingly air-conditioned fleet. Beginning in 1935, Kelly, who was fascinated by European travel posters, commissioned nearly a dozen designs by Chicago artist William P. Welsh. Winner of the competition to design the 1933 Chicago World's Fair poster, Welsh now posed stunning women in serene outdoor settings. His campaign won widespread public recognition and several design awards.

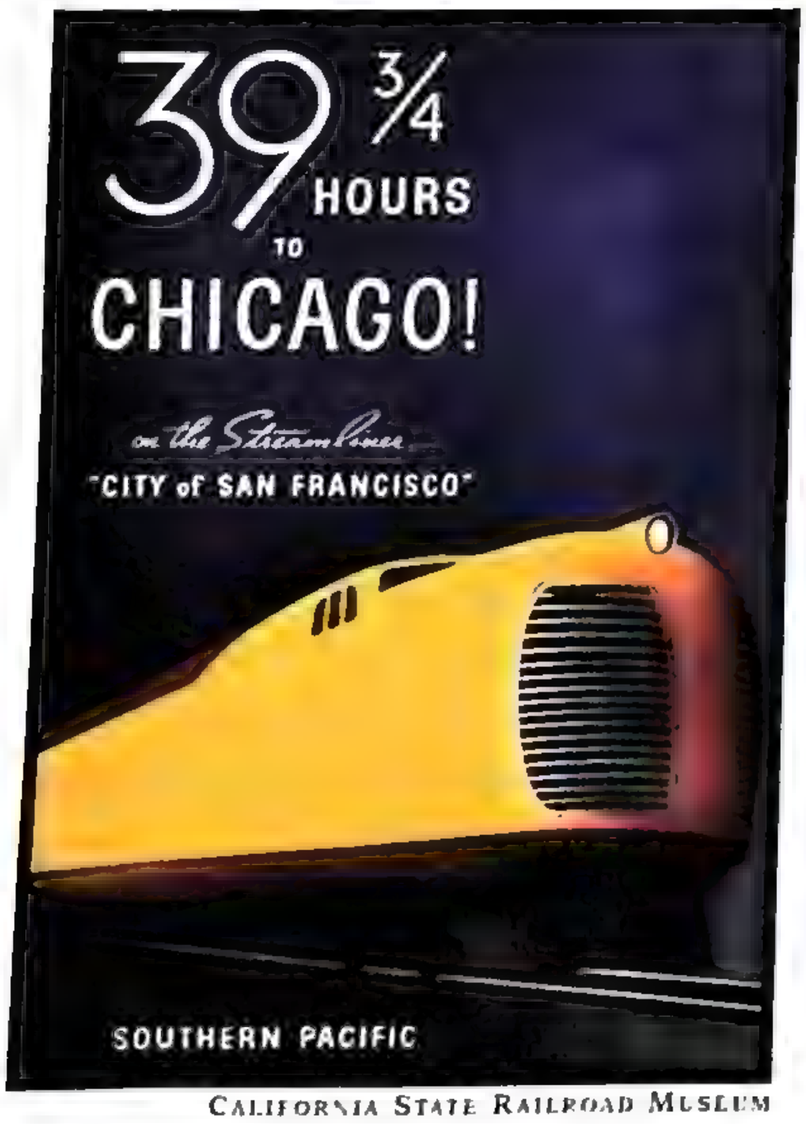
Another creative highlight of 1935 was the newspaper campaign produced by the Milwaukee Road in support of its new *Hiawatha*. The *Hiawatha*'s distinctive "stream-styled" design caught the public's interest, while its readily expandable consist easily accommodated demand. Backed up by a particularly vivid and effective series of award-winning print ads, the *Hi* dominated the Chicago-Twin Cities competition. By August it had set a world's record, averaging 807 passengers a day.



In its first ads since 1917, conservative Pullman made a splash with a campaign featuring art by William Welsh. A 1935 Alcoa magazine ad crowed about an emerging trend in aluminum trains, but streamlining's future belonged to stainless steel.

Budd takes its case to the people

The prospect of bankruptcy prompted the Budd Company to begin a singular national ad campaign. In spite of the *Zephyr*'s success, Edward G. Budd's sales pro-



CALIFORNIA STATE RAILROAD MUSEUM

A giant, disembodied air horn and steam whistle highlight a 1941 American Locomotive ad by Fred Chance. Dramatically rendered by Haines Hall, the *City of San Francisco* was a 1936 sensation. The Milwaukee Road's award-winning effort to promote its *Hiawatha* included this 1935 newspaper ad.

posals had been rebuffed by nearly every railroad man he met. Undaunted, Budd (no relation to the Burlington's Ralph Budd) hired Philadelphia ad firm N. W. Ayer. Early in 1936, he acted upon Ayer's advice that he make an end-run around the railroaders by appealing directly to the public. The firm's first ad ran that March, proclaiming "Budd builds with Stainless Steel" over copy that promised safety, comfort, and profitability. But, just as Budd's aggressive efforts began to pay off, a new challenge appeared. Pullman made it clear to the railroads that it would not operate Budd-built sleeping cars. Again undaunted, Budd responded with the all-coach overnight train. Throughout 1938-41, Budd ads parodied Pullman's uncomfortable and expensive open sections. Headlines such as "I Collected $28 in My Sleep" pointed out that Santa Fe's *El Capitan*, Seaboard's *Silver Meteor*, and Atlantic Coast Line's *Champion* were changing America's travel patterns.

Also in 1936, Southern Pacific commissioned San Francisco artist Haines Hall to create a series of posters selling its new trains. Hall's first image depicted a dramatically stylized *City of San Francisco* beneath the headline "39¾ hours to Chicago!" Hall removed rivets and handrails and emphasized bold colors. *Western Advertising* noted "a trace of the dynamic, dramatic technique of the European travel poster" in his work.

Santa Fe invested the most money in prewar streamliners. And as its advertising theme—"1938 is a Santa Fe Year"—indicated, nearly all arrived at once. However, AT&SF's ads were overwhelmingly black-and-white, although a few billboard-inspired executions headlined "Whiz to California" did feature the vivid red of the new warbonnet-clad diesels. A 1936 poster for the *Chief* illustrated how the now-famous paint scheme may have evolved. By then, the *Chief*'s distinctive feathered warbonnet had been transformed into a streamlined, silvered cowl. A Budd ad run in March 1938 to promote the fact that Budd had built most of Santa Fe's trains illustrated the transition from Indian chief profile to diesel locomotive.

Streamlining was a latecomer to the East. New York Central focused on comfort when it resumed advertising in 1935. Its magazine ads headlined "It Pays to Ride The Century!" over black-and-white portraits of sophisticated, prosperous patrons. Central put artist Leslie Ragan to work designing booklets that sold scenery and posters that depicted Eads Bridge at St. Louis, Boston's North Church, and New York's soaring Rockefeller Center. When in 1938 it came time to depict the streamlined *20th Century*, Ragan outdid himself, catching the morning sun as it shone across the crescent-shaped prow of a J-3a Hudson.

Many roads first reacted to the idea of streamlining as had the Pennsylvania—tentatively. In 1935, calendar artist Grif Teller designed a PRR poster setting the road's new GG1 locomotive before Washington's equally recent Supreme Court Building. The work combined a boldness of color with a conservative attitude, and spoke volumes about PRR's ambivalence. Then, spurred on by Raymond Loewy, PRR regained the initiative in the race against Central. Its colorful 1938 "Fleet of Modernism" campaign outdid NYC's black-and-white effort hands down. The following year PRR caught Central flat-footed with the all-coach *Trail Blazer*. By 1941 PRR was planning double-decked coach trains and transcontinental schedules.

And then there was the New Haven, which traditionally advertised as little as possible. In 1931, it commissioned New England artist John Held to create a poster

series promoting New England vacations. Three years later, NH introduced snow train service and hired European-born ski enthusiast Sasha Maurer to design the posters. Maurer's images were such a hit that when NH decided to mark its 50th birthday, it awarded him the commission. Maurer selected one of the line's new Hudson-type steam locomotives as a subject and paired it with the headline "Greater Power." His bold, forceful image won more praise from ad men than any other railroad effort of its era.

Late in 1939, five-and-a-half years after the first streamliners were introduced, *Ad Age* suggested that the trains' breathtaking success had taught railroad men a lesson that the rest of American industry had learned years before: "To hold the public interest, acceptance, and patronage, it is necessary to improve the product and keep on improving it. And having a good product, it is possible to win business by aggressive advertising and promotion." While quite a few roads had acted on that advice, by 1940, only Santa Fe and UP consistently advertised at pre-Depression levels. Most mirrored PRR and NYC, spending roughly half of 1929's level.

By 1940, both American Locomotive and GM's Electro-Motive Division had also developed products worthy of an ad campaign. Over the next year, both followed Budd's lead in advertising directly to the consumer, rather than dealing with obstinate railroad men. EMD sold the bold color and styling of its new E6 passenger diesel, while Alco's imaginative ads made light of the public's confusion between streamlined steam locomotives and diesels. If the former won most of the business, the latter won all the awards. Alco's art director Paul Smith had an eye for abstract art; he hired well-known artists E. McKnight Kauffer and Fred Chance to draw horns, whistles, and pastoral settings that amused thousands.

A world war ends the party

Then, with the flash of Japan's attack at Pearl Harbor, the streamliner advertising images vanished. As America's railroads confronted the aftermath, their advertising assumed a somber, patriotic attitude. Some used humor to lighten the impact of wartime crowding on loyal regulars: an NYC headline from early 1942 explained "Why Mr. Tupper got an Upper." Patriotism inspired many memorable images: one Leslie Ragan poster set a massive NYC Mohawk locomotive against a night sky and the Statue of Liberty's torch. Early in 1943, "The Kid in Upper 4," a New Haven ad depicting a young soldier's fears and dreams on his way to war, set off a popular reaction reminiscent of Chessie.

Still, and to the railroad men's great chagrin, wartime crowding quickly erased memories of streamliner luxury. For them, the nation's recollection of the railroads' heroic World War II performance proved disastrously fickle. America triumphant looked forward to a spin in a new Ford and a cruise on a TWA Starliner. ■

MICHAEL ZEGA's series on advertising will continue in the next CLASSIC TRAINS.

Grif Teller's 1935 PRR poster combined boldness and conservatism. In a 1938 ad, carbuilder Budd alluded to the inspiration for Santa Fe's warbonnet diesel livery. After Pearl Harbor, railroad ads turned patriotic, as in a 1943 Leslie Ragan poster.

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First big trip on the Clover Leaf

WE HAVE NOTHING SPECIAL planned for June 6, 1957—the 13th anniversary of the D-Day invasion—but it turns out to be a memorable day for the Daily family. My dad is an engineer on the Nickel Plate Road working out of Frankfort, Ind. I am a 22-year-old, newly promoted engineer on the NKP who has yet to make his first pay trip on a through freight. That is about to change.

I was scheduled to work as the fireman on the "Rocket" (FT-98, Frankfort-Toledo), but the fellow who was firing for my dad, J. A. Payton, had a better idea. "You know, Big Foot"—every railroader has a nickname, and that was Dad's—"if you mark off, Junior here will be called for 96." It's a done deal, just that fast. Dad marks off, and I get the trip instead. But the crew had already been called, for 11:15 a.m., so I call my wife, Margie, and tell her to get some coffee ready. I dash home to get the Thermos and my grip.

"Don't worry about the engines," Payton tells me. "I'll get them ready while you're gettin' your grip." Frankly, those diesels are the least of my worries just now. What a way to begin my career as a road engineer, rushing around like a madman, but at least I don't have much time to worry about it.

This trip will take No. 96 from Frankfort northeast 134 miles to Delphos, Ohio. This is timetable-and-train-order territory with a manual-block overlay. We have a pair of GP9's, 474 and 468, more than enough power for our train of 42 cars, almost half of which are empties. There's more good news: Payton, himself a veteran engineer, will be firing because he missed a call for the 7:50 a.m. yard engine and, by NKP's work agreement, has to make a trip as a fireman before he can go out again as an extra engineer. I therefore have an experienced man by my side the whole way. I have also run on this subdivision as a fireman on several occasions, for engineers customarily turn over the right-hand seat midway on each run. That reduces my heart rate just a little.

When I return to the yard, the Geeps are ready on the pit near the coal dock, and I back them to the eastbound yard office, where I compare my watch to the one held by our conductor, W. R. McIntosh. Charlie Sentz is the head brakeman, Carl Foley the flagman.

We finally depart Frankfort at 12:45 p.m., which means we get 15 minutes "initial terminal time" because the delay was more than an hour and a half. We have form 31 order No. 14, which reads, "No 96 nine six eng 474 meet no 95 nine five eng 488 at Davies. Both trains occupy block. FKG." We also have form 19 order No. S-21, which reads, "Reduce speed to 30 three naught mph at Van Buren between milepost 143-13 and MP 143-27. FKG." Lastly, we have a message that tells us to "Fill at Kokomo, West Marion Belt, and Bluffton. You have 23 loads and 19 empties."

My first chance to show that I know what I'm doing comes quickly. Not far

Not far from the old Clover Leaf, Daily's trailing GP9 leads a local working at Argos, Ind., in 1965.

J. DAVID INGLES

from the eastbound yard, the NKP crosses the Monon, and I have to bring the train to a full stop—right in front of the superintendent's office. I don't even glance over to see if he's watching, but I feel his eyes on me nonetheless. My dad is highly regarded as an engineer, however, so I have the benefit of the doubt, even at this stage of my career.

Our "Clover Leaf" track parallels that of another NKP predecessor, the Lake Erie & Western, past the Frankfort passenger depot and through downtown before peeling off to the northeast. Then it's miles and miles of Indiana farms and small towns. Michigantown, Forest, Russiaville (that's ROOSH-a-ville, thank you), and Shambaugh play no role in today's proceedings, but I keep an eagle eye out at grade crossings and my hand on the horn cord—nothing like hitting a car to spoil your first trip.

Next up is Kokomo, a city that always played a major role in the Clover Leaf's fortunes. I stop the train about 3 miles west of the station and set off a car, then pick up two boxcars loaded with transmissions for Chrysler in Toledo. We get the train together again and the brakes pumped off, then head east to the block station, where we spot a red block signal and a red banner.

What looks like a train-order signal is actually a manual-block signal on the old Clover Leaf. The operator hangs a rectangular piece of sheet metal—yellow for 19 orders, red for 31 orders, which the crew must stop and sign for—on a post attached to the signal mast. We have two new orders: No. 17, "No 96 nine six eng 474 meet no 41 four one eng 557 at Kiley. Both trains occupy block. FKG" and No. 18, "No 96 nine six eng 474 meet no 41 eng 557 at Davis instead of Kiley. Meet no 95 eng 488 at Van Buren instead of Davis. All trains occupy block. FKG."

(Why issue the first order showing a meet at Kiley and then the second order that changes the meeting point? If no one had received order 17, it could have been annulled. But if No. 41 had already received it, the dispatcher then needed to move our meet with 41, and he wanted to move our meet with 95 as well.)

We head east through the hamlets of Greentown and Sims to Swayzee, where the block signal is yellow. Fireman Payton snags the string in the order hoop and finds a Clearance Form A that tells us we have no new orders but that the block is occupied by yard engine 51 working in Marion yard. We cover most of the 7 miles between Swayzee and Marion at track speed—45 mph for freights—but I make a light brake-pipe pressure reduction as we approach the curve into Marion in case the yard engine is on the main without a flag, which is permissible within yard limits.

No yard engine is in sight, so we ease ahead to set out two carloads of copper wire and pick up a pair of C&O empties for Toledo. With our air pumped off, we roll ahead toward New York Central's Third Street Tower, still keeping an eye out for the yard engine. The operator has the interlocking lined for us and shows a yellow block. I grab the string off the hoop and unfold a Form A telling us there are no new orders but the block is occupied by No. 41, which we expected because of the meet order for Davis, the next town east of Marion.

As we round the curve at Davis, with our train ready to stop within 60 car-lengths, we spot engine 557, an Alco RS3, on No. 41 in the siding with its headlight out. I release the air and pull 474's throttle back to Run 8 as we head to Van Buren for the meet with 95.

I get to hone my train-handling skills again at Van Buren, where we have a yellow block. No. 95 is not yet in the passing track. We get a list for a pick-up at Bluffton and a new Clearance Form A, which says no new orders and block occupied by 95, so we drift on down to the east end of the passing track, where we find 95 heading in behind GP9 488 as we arrive. Its cars rock by, then the caboose. The caboose's marker lights signify that 95 is officially by us, and we're off to Warren, where I make a seven-pound air reduction to keep the train stretched as we head down the hill into town. The block is clear, so I widen out on the throttle to avoid losing too much speed on the climb out of Warren. Then come Buckeye and Liberty Center, where again the block is clear. At Bluffton, per the list, we pick up three cars for Toledo, a load of hay and two loads of wheat.

By this time, I'm feeling pretty good about myself and my first run, and the

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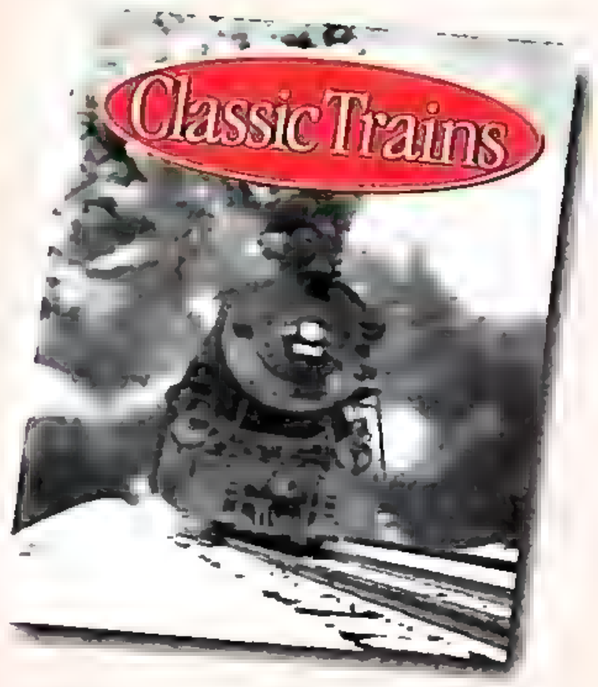

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remaining 50 miles through the Indiana and Ohio countryside to Delphos are uneventful. We mark off at 5:25 p.m., with 6 hours 10 minutes on duty, 134 miles, at the local rate because we picked up or set out cars in at least three places, adding 52 cents to our pay. My first run as a road engineer is over.

Thanks, Dad. And thanks, Mr. Payton, not only for setting up my first pay trip but also for turning down my offer for you to take over the throttle at the halfway point. —*Donald E. Daily*

R.I.P. on the Q

At 1:45 P.M. on a sunny spring afternoon in 1955, the pace of activity at the Chicago, Burlington & Quincy depot in Brookfield, Mo., quickened. Due at 1:57 was train 36, the Chicago-bound *Kansas City Zephyr*—a streamliner led by two silver E8's.

Automobiles began arriving and discharging passengers and their baggage. Station personnel patiently answered hurried questions. A loaded baggage cart was wheeled out of the station and clanked down the platform toward a point where the baggage car normally stopped. Already there was a middle-aged man in overalls quietly standing beside a well-sealed cardboard box.

"Hi, Ed," said the man pushing the cart. "Are you working 36 today?"

"No, Chick," the man replied, "I'm just going to ride the baggage car with old Ben here." Ed saw the quizzical look on Chick's face, so he continued.

"You might remember him even though he retired about 10 years ago. He was my engineer when I first hired out. Took me on my first trip. Taught me a lot through the years. He died and was cremated last week. I saw the family at the services and they asked whether he had ever said anything to me about how he would like his remains to be handled.

"At first I said no, but later I remembered that once, many years ago when heading east near midnight with about 80 cars of perishables behind an M-2a, we were just past Clarence when Ben suddenly reached up and opened the throttle all the way. Gave that engine its full head of steam. We really took off, and for the first time in my life I felt how a steam engine could respond. It was terrific, like a thoroughbred being allowed to run full-out. The headlight boring a hole in the star-studded night as we flew past the green signals, the soft glow of orange light from the firebox casting eerie shadows around the cab. I'll never forget it. We both looked at each other and for many minutes just enjoyed the breeze.

"Finally, above the din Ben shouted, 'I've always given them their head right here. They seem to expect it, and they love it, and, by God, so do I. I know heaven will be just like this!' So I told the family about that night. Later they called me and said they all agreed that's where he'd want to be. They asked me to help out, so I'm going to take him there today."

The monologue was halted by the

A CB&Q M-2a 2-10-2 might not look like much, but on a night freight, it could show a man heaven.

CHARLES W. BURNE

sound of No. 36 arriving. The E8's glided by, then came to a stop. Both men stood silently while baggage was loaded. Then Ed climbed into the car, Chick handed up the box containing Ben, and for a few seconds of knowing silence they looked at each other as the E8's rumbled and headed east.

In about an hour, 36 entered the level stretch east of Clarence. As previously arranged, the engineer opened up the throttle, giving the E's their head, and for a few miles the *Zephyr* became a stiff breeze. The baggage door was opened, and when he saw the place he remembered from many years ago, Ed reverently consigned Ben's ashes to the wind. They wafted along the gleaming sides of the silver train, eddied in the wake of the observation car, then fell to earth, nestling softly amidst the ballast.

And there Ben rests today, near milepost 55 just east of Clarence, where he first knew heaven.

—John A. Swearingen

Mason City memories

AS A TEENAGE RAILFAN, in Mason City, Iowa, during 1937-42, and the proud owner of a Shelby Flyer bicycle, I had it made. At that time my hometown was served by five Class 1 railroads—Rock Island, Milwaukee, Chicago Great Western, North Western, and Minneapolis & St. Louis—plus a freight-only interurban that had just ceased passenger operations—the Mason City & Clear Lake.

Each Class 1 had passenger service, and I knew the schedules of every train. I spent many an hour at the various stations to witness their arrivals and departures. My favorite was the joint Rock Island-Great Western station, where each afternoon between 2:30 and 3:00 the Great Western train from Omaha to Minneapolis with a beautifully maintained Pacific came through, plus the northbound and southbound Rock Island Kansas City-Minneapolis *Rockets* (they met just south of town). The Milwaukee's *Marquette* departed about noon for Chicago, while the *Sioux* came through in each direction nightly. Rock Island's and Great Western's other passenger trains also called at night. North Western and M&StL each

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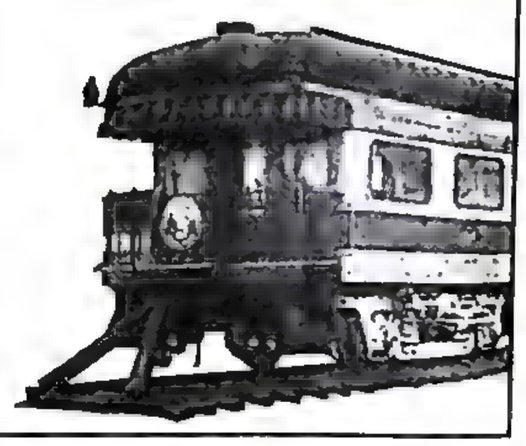

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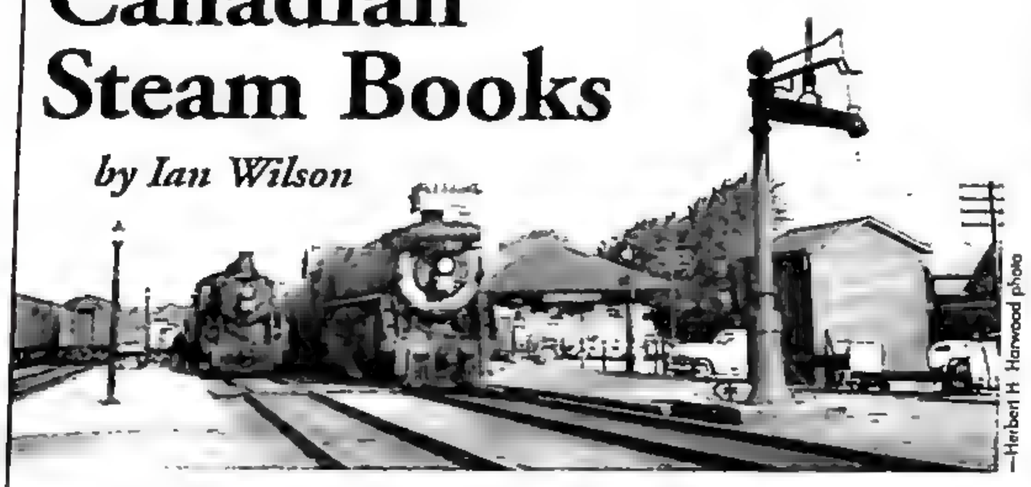
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provided motor-car service; the former between Blue Earth, Minn., and Belle Plaine, Iowa, and the latter between Albert Lea, Minn., and Albia, Iowa.

Almost every Saturday during the school year and on many days during summer vacation, I rode my bike to Mason City's stations and yards. A couple of times, I even rode to the Rock Island division point at Manly about 10 miles north. Either I was very stupid or just lucky, as I would simply walk into the roundhouses to look at the locomotives. I don't recall ever being chased out; rather, the men would answer my questions and occasionally let me climb into the cabs. The highlight of my railfan career —then and now— was when the crew of the *Marquette's* Pacific let me ride with them from the roundhouse to the station to tie-on to their train.

J. A. CRAWFORD
Rock Island's *Rocket* was a Mason City star.

To this day I can vividly remember the engines of the roads that served Mason City. For example, the Milwaukee used Prairies (on the Austin line), Consolidations, Pacifics, and Mikados; the North Western was strictly Consols and Mikes; the Great Western, Mikes and Pacifics; the M&StL, Consols and Mikes (with silver tire rims); and the Rock Island, Pacifics, Mikes, and Mountains. My overall favorites were the Rock's 4000-series Mountains.

After graduating from Mason City High School in 1942, I joined the U.S. Navy. This resulted in the sale of my Shelby Flyer and the end of my railfanning days in Mason City. No way will I ever forget them! —*Paul Beyer*

On-time John

JOHN WAS one of the many engineers I fired for on passenger trains on the Southern Pacific between Sparks and Carlin, Nev., after World War II. He made his firing date in 1912, and his engineer's date in 1920. In those

days, running a passenger train was like a miracle, for there were 149 engineers on the seniority roster, with only 8 needed for the regular passenger board. I, too, was a promoted engineer, but my number was 145, way down the list, so I would work as a passenger fireman six months of the year. Hence my time spent with these lucky men. We called them the "Royal Family."

All these engineers were very capable men with many years experience running steam locomotives. Each had his own methods he used to get over the road and stay on time. Passenger schedules were tight, and allowed the minimum time for picking up passengers and express. Freight trains had to watch the timetable closely, to avoid "sticking" the varnish.

In the old days, with single track and no block signals, you didn't stick a passenger train, or any train for that matter. To do so would mean a collision. Clearing times were at the fouling point of a siding, with no room for error. Therefore, everyone got their trains clear in plenty of time to allow the superior train to pass. With the coming of the automatic block signals, trains could be delayed safely, for the signals would protect trains from getting too close to one another. But if either engineer made a mistake, the same old situation occurred: a collision.

John was one of the few engineers who crowded the time at each station or siding. There is no rule to prevent a engineer being right on time, that is his right of track. Most engineers gave a little "leeway" at the fouling point where time applied. It was good practice, just in case someone made a mistake and was tardy. If you allowed a block signal to show yellow or red, the passenger train would be delayed. Such delays were reported to the train dispatcher, and the delay assessed to the engineer not clearing the time properly. As I said, most engineers gave each other a break and avoided these close meets.

Well, John believed every engineer should do his job perfectly, just as he did. He was a nut for being on time. He memorized all the times at the sidings, stations, and end of double-track. He ran with a vengeance. The leading

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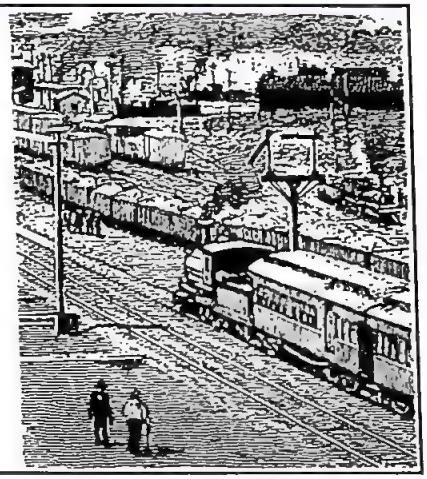

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truck of his 4-8-4 would cross the switch points right on the second. He literally terrorized the freight "hogheads."

Then came C.T.C.—Centralized Traffic Control—where the train dispatcher miles away made the meets, heading in inferior trains, throwing the switches with a button. Now the delay, in most cases, rode the dispatcher's back.

With great glee, John battled with the new enemy. If he got any restrictive indication, he slugged the passenger train air brakes, slowing down, and making a delay to his train. Who gets the blame now? You bet, the poor dispatcher. This was before radio on the engines, and the train dispatcher couldn't vent his frustration at the old "hogger." The only thing that could be done was to be sure no one stuck him, or he would give them plenty of delay, and someone else got blamed. He ran like that until he retired. You can be sure they kept the track clear for him. Everytime we would catch a yellow signal, or some sort of speed restriction, he would holler over to me his famous words, "Well, Bill, I guess they ain't in a hurry for this train!"

—William E. "Cannonball" McGee

SCL's red-dot couplers

IT GOES WITHOUT SAYING that the smooth handling of Seaboard Coast Line's Florida streamliners was a matter of personal pride for the line's customarily well-tenured passenger engineers, and never more so than when an office car containing the railroad's top brass was added to the consist. Even so, a road foreman of engines always rode the lead unit to make sure nothing went wrong.

You can imagine the untold embarrassment and humiliation that occurred in the early 1980's when SCL business car *Baltimore* uncoupled at speed from Amtrak's *Silver Meteor* near Petersburg, Va. The parting of air-brake hoses automatically causes an emergency brake application throughout the train. The *Meteor*—thanks to the multiplied braking power of its 18 cars—halted much more quickly than the single lightweight business car, which caught up with, and rammed into, the rear of the standing train. Luckily, no serious injuries were suffered by its occupants, which included then-Seaboard System President Richard Sanborn.

Improper coupling was blamed, and instructions in the form of a system-wide bulletin were issued requiring that every SCL office car be immediately modified with a red reflector, about the size of a quarter, fitted into the drop-link eyelet of the Type H Tightlock couplers. The reflector was

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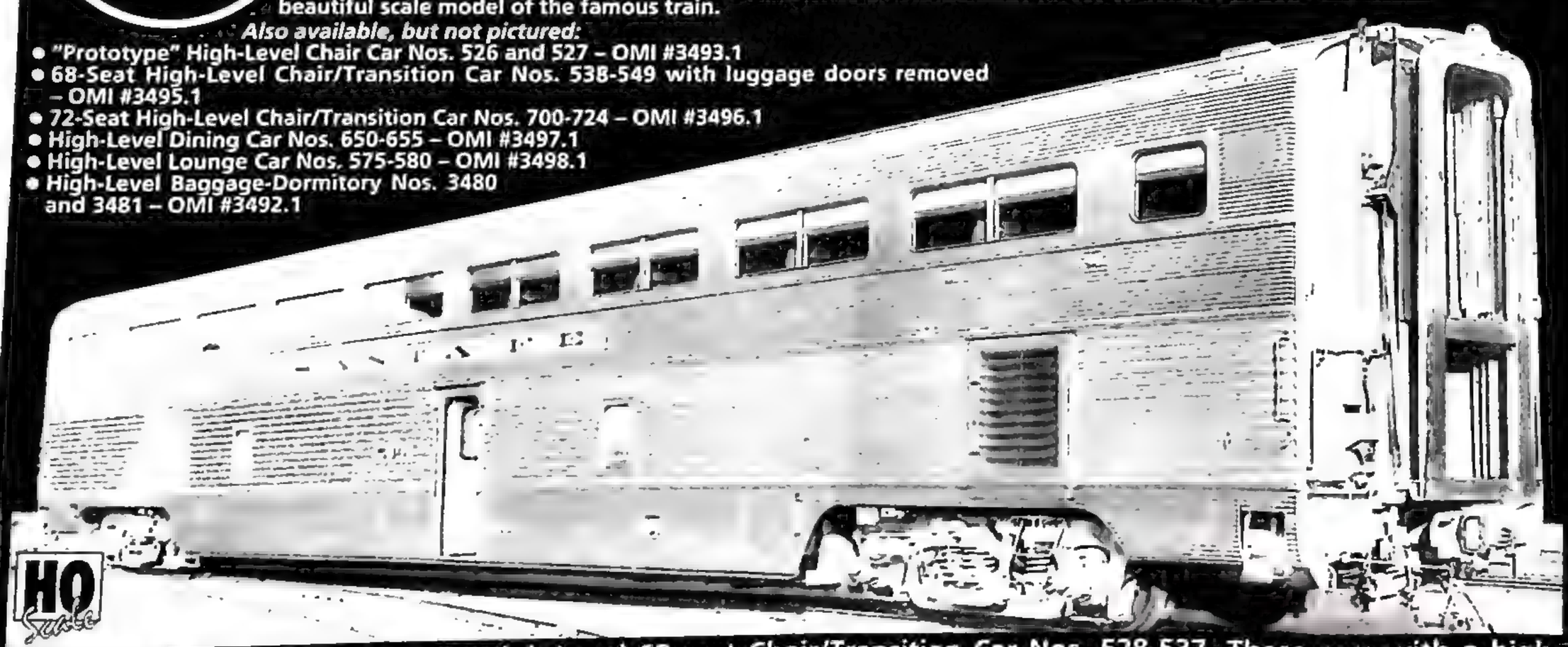

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only visible when the knuckle was indeed closed and the locking pin securely seated.

The cure? Hardly. A couple of weeks later, and at about the same location, the *Baltimore* again came loose while bringing up the markers on the *Meteor*. Again, there were no injuries.

A few days after that incident, Mr. Sanborn climbed aboard my engine as I prepared to depart Richmond with the daylight *Palmetto*. (He liked to ride in the cab and ran an exceptionally good train when he chose to take the controls.) I welcomed him aboard, but couldn't resist ribbing him. "Given your luck with that office car, I can see why you'd want to ride this dirty and hot engine." Sanborn chomped on his cigar, shook his head, then roared with laughter. —*Doug Riddell*

The Buffalo Switch

KAAABOOM! I woke in my roomette with a start as the car lurched forward a couple of feet. *Caaaalank, clank, clunk!* Then three violent jerks the other way. I didn't have to look at my watch or raise the shade to know that cars were being cut from the train at Buffalo Central Terminal. I braced for more, but, after about five minutes, there was only a slight tug and the consist rolled on its way out of the station. Mercifully, I could then go back to sleep. That, ladies and gentlemen, was once again the teeth-shattering and notorious Buffalo Switch.

Being almost the halfway point between New York and Chicago, Buffalo was an active passenger hub for the New York Central, switching in the vicinity of 35 trains a day—say in 1954—mostly at night. Cars would be exchanged to and from New York, Boston, and upstate New York with cities like Detroit, Toronto, St. Louis, Cincinnati, and Pittsburgh. By 1966, however, the count was down to about six trains that subjected their passengers to the switching torment.

My era of travel while working for the Central was in the mid-1960's, and quite frequently it was on No. 57, the *Cleveland Limited* from New York to Cleveland, which dropped a couple of cars at Buffalo for Toronto. And as one

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KEN KRAEMER

Day or night, thousands of NYC passengers in the 1960's were forced to endure the Buffalo Switch.

might expect, all that happened about 4:30 in the morning.

At any rate, the scenario went something like this. After the train stopped (and you were still asleep), demonic forces, in the guise of a switch engine, coupled hard on the rear—*kaaaboom*—to make sure the knuckles closed. Then it jerked the train (the whole train, mind you) back a few times—*caaalank, clank, clunk*—to be certain the couplers held. Then the engine smashed ahead a second time to give slack where the train was to be cut. For those of us in the main section, it was over. You could try and go back to sleep. But for those poor passengers on the section to Toronto, there was more to come.

After being separated from the main train, the cut-off cars were hurtled backwards. The engine slammed on the brakes after clearing the switch, the switch was thrown, and the cars were pushed ahead at full speed onto an adjoining track as the engine hit the brakes again. Of course, the crew had one last sadistic act, ramming ahead to get slack again to uncouple from the cut. I won't even get into the routine of those hapless cars going onto another train later—I'll let you guess.

You can rest assured not too many passengers slept through all that. Perhaps, only if they didn't sleep for three nights before the trip, or they had several substantial nightcaps before going to bed, could any individual survive such treatment. I never actually heard of anyone getting tossed out of bed, but it wouldn't have been hard in some of the crosswise bedrooms.

Another thought would be for a person on the *Cleveland Limited* to go to bed about 10 p. m., around Albany, and sleep six hours before reaching Buffalo at 4:15 a.m. He would endure the "B.S.," then snooze three more hours until Cleveland.

A couple of day trains at Buffalo weren't exempt, either. It was not unknown to see glasses and silverware in the diners and lounges on the floor, or a lap full of soup. Even as late as the mid-1960's, it was still the practice for the stewards and lounge attendants to offer dry cleaning to any stains caused by train handling. I suspect there was a large budget in Buffalo just for that. And, while all this was going on, the train was supposedly standing still for a station stop—quite a feat.

What I could never understand was why other switching points like Albany, Cleveland, and Detroit were so much—uhhh, gentler than Buffalo. I often theorized that engine crews were either unsure of themselves at Buffalo, or somewhere in their past a train broke apart down the line they had just put together, and they were determined it would never happen again.

Many of my railroad colleagues went through the same ordeal. Whenever we got together, the conversation would turn to the latest rough handling at Buffalo. Each one tried to top the other as to which switching move was worse. So finally it was officially dubbed—the Buffalo Switch. —*Theodore Shrady*

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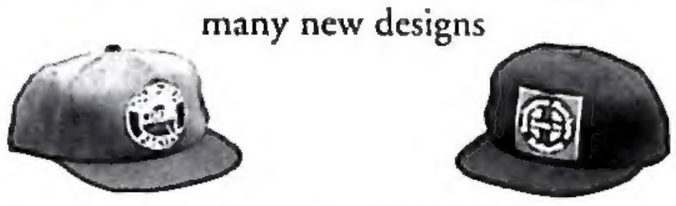

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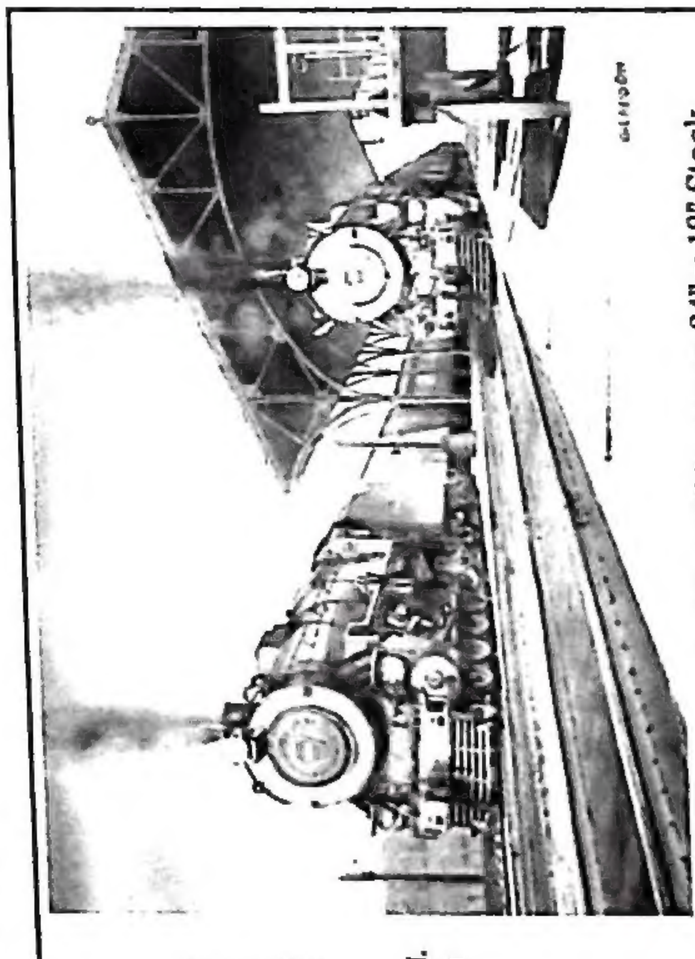
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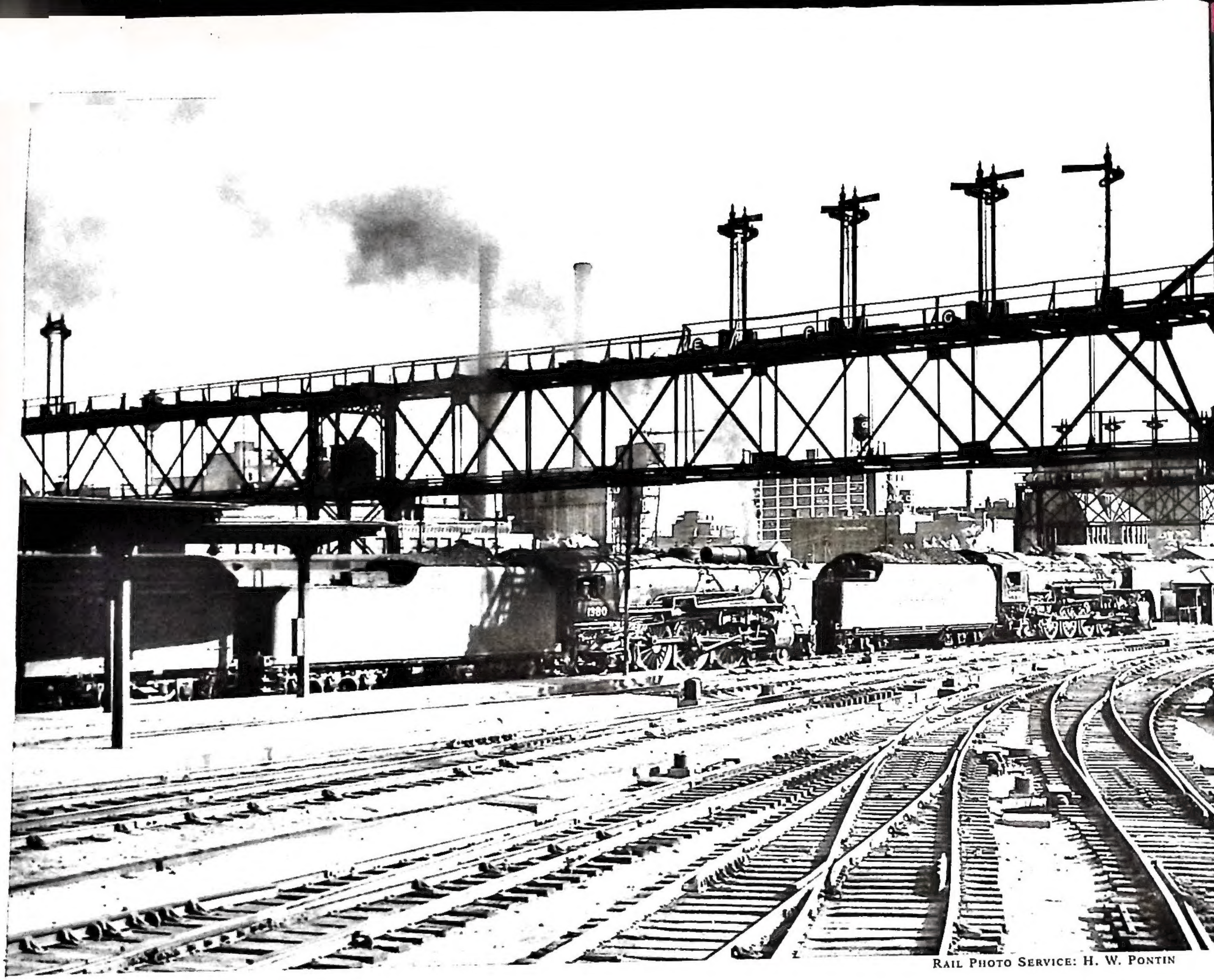

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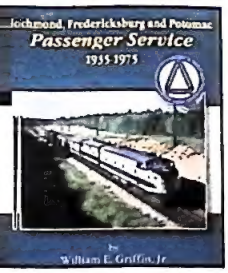

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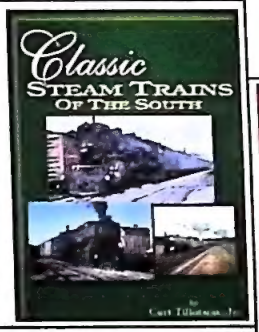

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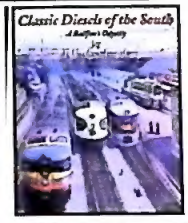

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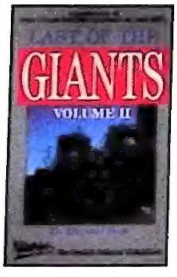

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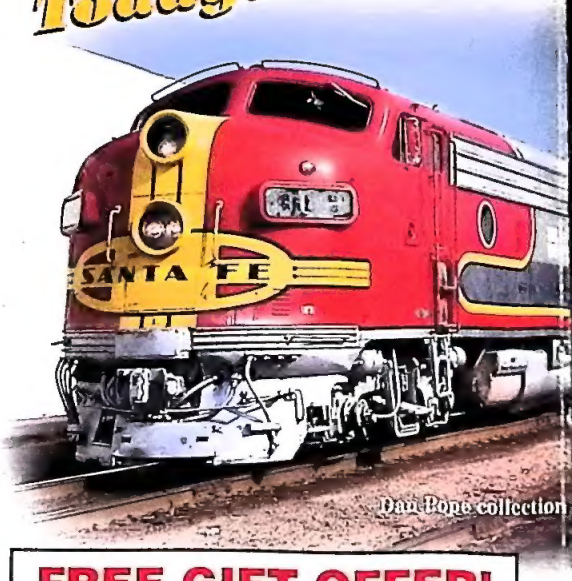

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